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RUBBER GROWING INDUSTRY.

MALAYA'S GAIN FROM RESTRICTION POLICY.

In the course of its annual trade review the *Straits Times* after remarking that the rubber producers lost heavily in the slump years, but have now recovered a good deal of that loss says that without Restriction the very best that could have been expected during the past three years was that price would fall no lower than its average in 1922, when it was 29 cents. Taking the round figure of 30 cents, and the figures of unrestricted export our contemporary says:

We now stand to earn \$400,000,000 next year and without restriction there would have been huge stocks on the market and the prospects of earning more than \$200,000,000 would have been nil. If we place the gain from Restriction at \$250,000,000 we do not exaggerate.

FUTURE OF RUBBER.

Future prospects of the Rubber Industry formed an important section of a paper read before The Incorporated Society of Planters at Kuala Lumpur last June. As the paper has been largely quoted in the English and American Press, it has no doubt had some effect upon the Rubber Share Market, but that is not a matter with which producers are directly concerned. The author of the paper assumed that the average annual increase of consumption for the period 1923-1932, would be as great as in the four years 1921-24, viz. '63,502 tons and estimated the maximum annual capacity of the present planted area and other sources of supply at 700,000 tons. Taking consumption in 1923 at the very cautious figure of 486,502 tons (the latest estimate is as high as 540,000 tons), he calculated that actual shortage would be experienced between the years 1928 and 1929. If consumption in 1923 proves to be 540,000 tons above the estimate, shortage may come sooner. One criticism of the forecast, was that the point of saturation in the production of new motor cars, which already stand in the proportion of about 1 to each 5 of the population in the United States, will be reached long before 1923, and that the demand for rubber will tend to become stationary. Ten years ago the possibility of cars standing in the relation of 1 to 5 of population was ridiculed even in the United States, but the car producers are not reducing their output, and all the other countries are so very far behind the American level of car use that there seems to be still a very big field for their enterprise. The enormous capital engaged in the manufacture of cars and of goods for which rubber is essential must, in its own interests, labour to increase the demand on the rubber producers. That capital is the best propagandist they can have. On the basis of the calculation to which reference has been made the power of consumption in 1925 would be 633,502 tons, in 1932, 968,418 tons. Recently, the Dutch Indies Government intimated that the view of its experts was that increase of output from the native-owned plantations would cease about 1923. It is true that very large new planting schemes are being projected in the Dutch Indies and to a lesser extent in Malaya, and Mr. Firestone professes to have hopes even of Liberia. All these schemes are powerless to produce much impression on supplies before 1932, and it seems a reasonable inference that existing plantations have six to seven years of abnormal prosperity to look forward to, even if powers of consumption fall considerably short of all the forecasts.

We would like to be sure that the British Empire can keep its place as the world's biggest producer. But we have our doubts; for there are hide-bound traditions, blocking the only way, and others may forge ahead. It took two years to decide that Restriction was necessary, and a proportionate time spent on pondering new planting would just about make us too late.

We give below a series of tables bearing on the past of the industry.

RUBBER—WHERE SENT.

The official figures of quantities, destinations and values are available to end of November. We summarise them as follows. The figures include imported rubber re-exported—

Year	Month	Eleven Months	Value	Eleven Months	Value
1923	Eleven Months	30,009	100,025,000	31,162	108,943
1924	Eleven Months	30,009	100,025,000	31,162	108,943
1925	Eleven Months	30,009	100,025,000	31,162	108,943
1926	Eleven Months	30,009	100,025,000	31,162	108,943
1927	Eleven Months	30,009	100,025,000	31,162	108,943
1928	Eleven Months	30,009	100,025,000	31,162	108,943
1929	Eleven Months	30,009	100,025,000	31,162	108,943
1930	Eleven Months	30,009	100,025,000	31,162	108,943
1931	Eleven Months	30,009	100,025,000	31,162	108,943
1932	Eleven Months	30,009	100,025,000	31,162	108,943
1933	Eleven Months	30,009	100,025,000	31,162	108,943
1934	Eleven Months	30,009	100,025,000	31,162	108,943
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1939	Eleven Months	30,009	100,025,000	31,162	108,943
1940	Eleven Months	30,009	100,025,000	31,162	108,943
1941	Eleven Months	30,009	100,025,000	31,162	108,943
1942	Eleven Months	30,009	100,025,000	31,162	108,943
1943	Eleven Months	30,009	100,025,000	31,162	108,943
1944	Eleven Months	30,009	100,025,000	31,162	108,943
1945	Eleven Months	30,009	100,025,000	31,162	108,943
1946	Eleven Months	30,009	100,025,000	31,162	108,943
1947	Eleven Months	30,009	100,025,000	31,162	108,943
1948	Eleven Months	30,009	100,025,000	31,162	108,943
1949	Eleven Months	30,009	100,025,000	31,162	108,943
1950	Eleven Months	30,009	100,025,000	31,162	108,943
1951	Eleven Months	30,009	100,025,000	31,162	108,943
1952	Eleven Months	30,009	100,025,000	31,162	108,943
1953	Eleven Months	30,009	100,025,000	31,162	108,943
1954	Eleven Months	30,009	100,025,000	31,162	108,943
1955	Eleven Months	30,009	100,025,000	31,162	108,943
1956	Eleven Months	30,009	100,025,000	31,162	108,943
1957	Eleven Months	30,009	100,025,000	31,162	108,943
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1959	Eleven Months	30,009	100,025,000	31,162	108,943
1960	Eleven Months	30,009	100,025,000	31,162	108,943
1961	Eleven Months	30,009	100,025,000	31,162	108,943
1962	Eleven Months	30,009	100,025,000	31,162	108,943
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1979	Eleven Months	30,009	100,025,000	31,162	108,943
1980	Eleven Months	30,009	100,025,000	31,162	108,943
1981	Eleven Months	30,009	100,025,000	31,162	108,943
1982	Eleven Months	30,009	100,025,000	31,162	108,943
1983	Eleven Months	30,009	100,025,000	31,162	108,943
1984	Eleven Months	30,009	100,025,000	31,162	108,943
1985	Eleven Months	30,009	100,025,000	31,162	108,943
1986	Eleven Months	30,009	100,025,000	31,162	108,943
1987	Eleven Months	30,009	100,025,000	31,162	108,943
1988	Eleven Months	30,009	100,025,000	31,162	108,943
1989	Eleven Months	30,009	100,025,000	31,162	108,943
1990	Eleven Months	30,009	100,025,000	31,162	108,943
1991	Eleven Months	30,009	100,025,000	31,162	108,943
1992	Eleven Months	30,009	100,025,000	31,162	108,943
1993	Eleven Months	30,009	100,025,000	31,162	108,943
1994	Eleven Months	30,009	100,025,000	31,162	108,943
1995	Eleven Months	30,009	100,025,000	31,162	108,943
1996	Eleven Months	30,009	100,025,000	31,162	108,943
1997	Eleven Months	30,009	100,025,000	31,162	108,943
1998	Eleven Months	30,009	100,025,000	31,162	108,943
1999	Eleven Months	30,009	100,025,000	31,162	108,943
2000	Eleven Months	30,009	100,025,000	31,162	108,943

We estimate the total for the year at \$725,000,000, of which \$225,000,000 is represented by value of imports.

(Continued on next Column).

SCOTTISH SPORT.

FROST AND RUGBY.

CELTIC'S BID FOR CHAMPIONSHIP.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, December 2nd.

Hard frost caused an almost complete cancellation of Rugby fixtures in Scotland, the only game in the championship series to be carried through being that between Glasgow High School F.P. and Gala at Old Anniesland, which was won by the former by 14 points to 3.

Wintry conditions were experienced generally but it was found possible to carry out the complete list of games in the First and Second Divisions of the Scottish League, a tribute alike to the hardihood of the players and to the care and enterprise that have been devoted to modern playing fields. Sensational results are frequently the sequel under such conditions, but none was forthcoming, as the defeat of Rangers in these days has ceased to be a wonder. Falkirk's victory over the champions, however, had a bit of luck in it. The failure of the champions went far to dispel the idea that the course of affairs in the First Division was shaping towards a duel between the monopolist pair, Celtic and Rangers, as even the most optimistic of those adherents will harbour little hope that the champions can bridge the gulf of seven points now separating them from their Parkhead rivals. In other respects the indications of impending changes were strengthened, as both St. Mirren and Motherwell were again beaten. At Perth Celtic won their engagement against St. Johnstone with comparative ease, after a characteristic display of all-round excellence. It was Celtic's fourth consecutive victory, three of which were won on opponents' grounds, and their transference from their present position of relative leaders to the actual and definite assumption of the position seems imminent. Raith Rovers were beaten at home by Aberdeen, mainly through excellent defence. The Kirkcaldy club's position has become insecure through four successive reverses. Morton, on the other hand, progressed to safety by defeating Dundee at Gt. Greenock. The losers were a weak side, especially in attack. Dundee United did very well in dividing the points with Hibernians.

Queen's Park, 1; Airdrieonians, 5. Motherwell, 1; Rangers, 3. Celtic, 3; Hearts, 0. Heart of Midlothian, 1; Kilmarnock, 0. Dundee United, 2; Hibernians, 2. Airdrieonians, 2; St. Mirren, 1. Clydebank, 3; Queen's Park, 0. Hamilton Academical, 2; Cowdenbeath, 1. Morton, 3; Dundee, 0. Partick Thistle, 2; Motherwell, 1. Raith Rovers, 0; Aberdeen, 1. Rangers, 2; Falkirk, 3. St. Johnstone, 0; Celtic, 2.

£1,000,000 SWINDLE.

BOGUS BANK'S DUD NOTES.

CAUGHT BY A COMMA.

Oporto newspapers last month revealed an astounding swindle, involving probably £1,000,000.

A bank was established early last year under the title of the Angola and Metro-pole. Two of the directors visited London, where they had printed immense numbers of notes in imitation of the Portuguese equivalent of £5. These they carried to Portugal in four large trunks, which the Customs did not search, inasmuch as the owners were travelling on false diplomatic passports, thus ensuring immunity.

The directors then widely distributed the notes in exchange for articles on which they could realise, mainly precious stones, jewellery and shares.

A bank clerk, however, discovered that the counterfeit notes bore a comma, which was absent in the genuine ones. Victims formed queues at the Bank of Portugal, clamouring to be reimbursed for the forged notes in their possession, of which already 330,000 have been received and redeemed.

The police arrested several officials and seized the Angola Bank's safes, containing 50,000 valueless notes and a very large number of genuine ones.

RUBBER EXPORTS SINCE 1906.

The figures of export since the Rubber industry began to reach importance are highly interesting as a record of the history of the industry. It should be noted that all the figures given below include rubber imported into and re-exported from Malaya and the last month of 1925 is estimated—

Year	Total Exports	Total Value
1906	430 tons	£ 240,600
1907	685	448,040
1908	1,629	729,892
1909	3,340	2,618,560
1910	5,604	4,370,688
1911	11,500	5,172,000
1912	21,305	9,548,901
1913	35,352	11,872,234
1914	50,404	12,701,508
1915	70,214	19,160,215
1916	99,063	25,938,360
1917	130,000	28,991,152
1918	135,000	18,900,000
1919	178,000	29,324,000
1920	180,000	30,240,000
1921	169,000	10,600,000
1922	248,197	19,011,555
1923	262,016	25,986,191
1924	260,709	34,328,056
1925	270,500	56,750,000

RUBBER PRICE AVERAGES.

Average for year ending October 31st, 1922 29 cents.
Average for year ending October 31st, 1923 52 "
Average for year ending October 31st, 1924 45 "
Average for year ending October 31st, 1925 37 "

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60 YEARS AGO

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LIQUEUR WHISKY

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MACKAY'S—THE ORIGINAL LIQUEUR WHISKY

combines in rare age and choice bouquet the perfection of Highland Whisky. A Healthful Tonic—it satisfies and leaves no craving. Used in the leading clubs throughout the world. Costs no more than ordinary whisky. Obtainable from all the Leading Stores in the Colony.

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A Year Round Remedy.

BEECHAM'S PILLS may always be depended upon to exert a powerful and beneficial influence on the life which beset the human race at various seasons of the year. A few doses will act most effectively on the vital organs, drive out impurities in the blood, cleanse the stomach, strengthen the digestive organs, and tone and invigorate the entire system.

BEECHAM'S PILLS

act like a charm in setting you right. Every person, young or old, occasionally needs to assist nature over trying times. If you would avoid sickness and be well and always have good digestion, an active liver, clear skin and bright eyes, make a habit of occasionally taking BEECHAM'S PILLS. They may be taken with safety at any time, being

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TO LET—EUROPEAN FLATS in Nathan Road, Kowloon, with all Modern Conveniences. Apply to—KATAMALLY & Co., 5, D'Aguilar Street, Hongkong. (178)

TO LET—From April 1st, 1926, for Six Months, Well Furnished Flat, Four Rooms, Central District, All Modern Conveniences including Elevator. Apply—Box No. 155, c/o Hongkong Daily Press. (175)

TO LET—A Suite of 2 Office Rooms Facing Chater Road in Prince's Building. Spacious, Bright and Airy with High Ceilings and Wide Verandahs. Moderate Rental. For particulars apply to SECRETARY, Prince's Building and Land Co., Ltd. (176)

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THERE'S A LONG LONG TRAIL of Bugs, Fleas, Flies, Beetles, Mosquitoes, etc., all killed by

KEATING'S

BRITISH MADE

LOCAL RACING NOTES.

BRIGHT PROSPECTS FOR ANNUAL MEETING.

NEED OF MORE OWNERS.

[BY ARGUS.]

With the entries closing for the H.K.J.C. annual race-meeting on January 23rd, it is timely to enquire with regard to the numbers of candidates available.

Among the "Old" ponies now in training are: Local Option, Grey Morn, Loch Rannoch, Rothesay, Blotting Paper, Grey Knight, Grey Streak, Saligia, Chicago, Uncle Chick, Boldorney Star, Saracen, Gypsy, Love, Beauty, Dahlia, Gypsy, Dictator, Dahlia, Mystic Dahlia, King of Hearts, Kagoshima, King of the Plains, Persian Parrot, Arabian Parrot, The Regent, September, Wimmers.

To these may possibly be added Uncle Gusengel, Demon Boy, The Critic and Prince Regent, though the last three are still in veterinary hands.

Rivergrass, Valiant Dahlia, Magnificent Dahlia, and Hailsham will have to be reckoned with as probabilities for the United Services Cup, conditions for which now are:

Conditions.—A Cup will be presented to the Winner with \$400 added. Second \$250, Third \$150. For China Ponies the *bona fide* property of, and to be ridden by, Officers of H.M.'s Regular Forces. "Polo Ponies" leased by Officers will, for the purpose of this Race, be considered as the *bona fide* property of such Officers. Catch Weights at 180 lbs. Entrance fee \$5. Once Round (about 7 furlongs and 55 yards).

As this race should attract a number of "leased polo ponies," I expect that at least 10 entries will be received.

In round numbers, therefore, 37 "Old" ponies should figure on the card.

Out of the 44 subscription griffins, 40 are expected to be entered. In fact, I understand, King's Ransom is the only certain absentee.

Amity, Eva, a grey mare, 13.1, drawn by H. E. Taylor & Co. will be put up to auction on Monday next.

As will be seen from the list below there are 31 Derby griffins, so that the total entries should reach over 100. Last year there were 73 Derby griffins and 92 subscription griffins. Of the former just over 50 per cent. started, while of the latter about 30 per cent. carried silk. The average this year is certain to be much higher, so that the prospects are indeed bright.

The full list of Derby griffins will be found below:—

DERBY GRIFFINS 1925/26.

No.	Name.	Height.	Colour and Sex.	Owners.
1.	Brigade Call	13.2	Liver Chesnut	R. M. Austin.
2.	Bay of Bellingham	13.2	Grey	L. Dunbar.
3.	Tacoma	13.2	Bay	Dunbar & Stanton.
4.	Boston	13.2	Chestnut	do.
5.	San Diego	13.2	Iron Grey	do.
6.	King of England	13.1	Chestnut	Mr. Dynasty.
7.	King of Troy	13.2	Bay	do.
8.	King of the Forest	13.2	Chest	do.
9.	Glorious Dahlia	13.2	Chestnut	Sir Paul Chater.
10.	Daisy Dahlia	13.2	Bay (Mare)	do.
11.	Sunburst Dahlia	13.2	Bay	do.
12.	Starlight Dahlia	13.2	Bay	do.
13.	Sunburst Dahlia	13.2	Bay	do.
14.	Fantastic Dahlia	13.2	Bay	do.
15.	Melody Dahlia	13.1	Grey	do.
16.	Wildfire Dahlia	13.0	Flea Bitten Grey	do.
17.	Sunburst Rose	13.0	Liver Chesnut	Mrs. J. T. Bagram.
18.	Cultra	13.1	Dun	J. H. Taggart.
19.	Bundoran	13.2	Grey	do.
20.	Craigatad	13.2	Chestnut	do.
21.	Larne	13.1	Brown (Mare)	Mrs. J. H. Taggart.
22.	Bangor	13.2	Bay	do.
23.	Donaghadee	13.2	Liver Chesnut	do.
24.	Saucy Sue	13.2	Chestnut (Mare)	Toog & Priestley.
25.	Pretty Polly	13.2	Bay (Mare)	do.
26.	Lady Vanity	13.2	Dun (Mare)	J. M. da Rocha.
27.	Lady Love	13.1	Liver Chesnut (Mare)	do.
28.	Prince Charming	13.1	Chestnut	do.
29.	Reardan	13.2	Bay	W. T. Stanton.
30.	Kwan Tao	13.1	Chestnut	do.
31.	Folly	13.0	Grey	H. H. Priestley.

[N.B.—With the exception of ponies marked as (mares) all are geldings.]

YACHTING.

"COLLEEN" IN LEADING POSITION IN LADIES' CHAMPIONSHIP.

The fifth of the Ladies' Championship races took place yesterday afternoon in force four wind, the course being, Lyemun, Beacon, Channel Rocks, Mark on Line, and Cuck Rock Buoy, start and finish at the Club, a distance of 6½ miles.

The race took place in good sailing weather, although most of the ladies had a wetting. There was a strong flood tide all the afternoon, and the boats that kept in to the Kowloon shore up to the Beacon did better than the few who kept in to Hongkong.

In the Handicap Class *Colleen* now leads with 33 points, *Diana* having 32.

In the other classes *Bluenose* and *Sealark* are level with 4½ points, and *Gladye* next with 41.

The details are as under:—

Handicap Class.	Finish.	Corrected Time.
<i>Colleen</i> (1st).....	5.52	4.24.04
<i>Diana</i> (2nd).....	6.04	4.22.08
<i>La Linda</i> (3rd).....	6.10	4.23.30
<i>Falcon</i> (4th).....	6.20	4.29.08

Handicap Class.	Finish.	Corrected Time.
<i>Bluenose</i> (1st).....	1.28	4.38.14
<i>Gladye</i> (2nd).....	1.30	4.39.38
<i>Sealark</i> (3rd).....	1.32	4.41.00
<i>Pierette</i> (4th).....	1.32	4.43.00
<i>Booyum</i> (5th).....	1.38	4.43.20
<i>Thecla</i> (6th).....	1.48	4.45.45
<i>Adonae</i> (7th).....	1.58	4.45.56
<i>Jocelyn</i> (8th).....	2.08	4.48.48
<i>Gael</i> (9th).....	2.40	4.53.44

HOCKEY.

The following have been selected to represent the Club against the Royal Navy in the "Sim Shield" Competition to-morrow at 4.45 p.m. sharp at the U.S.R.C.:—E. W. Hamilton, C. L. R. Becher, A. P. T. Farquharson, E. F. Stewart, E. J. B. Mitchell (capt.), E. W. L. Martin, H. Owen Hughes, A. S. Hett, W. Woodward, B. D. Evans, A. D. Ball.

PANLING HUNT.

A paper chase will be held on Saturday, January 16th. The meet will be alongside Mr. Pott's bungalow at 3 p.m. Paper hunt will start at 3.30 p.m. On Sunday, 17th, the hounds will meet at the Kennels, Kwan Ti, at 10.30 a.m.

BOXING.

MORRIS ACCEPTS MITCHELL'S CHALLENGE.

Stoker Norman Morris, H.M.S. *Hermes*, writes:—

"I read in your paper that P.O. Mitchell of H.M.S. *Concord* would like to fight me. If it can be arranged by the H.K.B.A. I will oblige him to a fifteen rounds contest. I would also like to fight any other welter in the Colony, fifteen or twenty three-minute rounds, for a side-stake of three hundred dollars. Before leaving the Colony I would like to give the sport fans a real fight as my last fight was not so pleasing. I will go into the middle-weight class, if necessary. I will fight anyone and keep up my reputation which I hold in England as a game fighter."

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GOLF.

"TAIKOO" P. WAYFOONG.

The annual match between teams representing the above "hongs" was played at Fanling on Sunday, "Wayfoong" winning a most enjoyable and interesting match by 5½ points. Full score is detailed below:—

Singles.	TAIKOO.	WAYFOONG.
H. U. Ireland beat R. L. Moncrieff	1	—
H. M. Gibb beat E. D. Black	1	—
W. Ironside lost to W. J. Clerk	—	1
R. J. Rawlinson beat G. M. Dalgety	1½	—
G. M. Young lost to G. E. Towns	—	1½
J. Thayer lost to R. A. Green	—	1½
H. E. D. Adams lost to J. Walker	—	1
D. Templeton beat C. I. Cooke	1½	—
W. Brown lost to D. B. Peat	—	1
F. Soutar beat C. L. Edwards	1½	—
C. M. Vise lost to T. W. Doyle	—	1
B. D. Banner lost to J. A. D. Morrison	—	1
Fourballs.		
Ireland and Gibb lost to Moncrieff and Black	—	2
Ironside and Rawlinson lost to Clerk and Dalgety	—	2½
Young and Thayer beat Towns and Green	2	—
Adams and Templeton lost to Walker and Cooke	—	2
Brown and Soutar beat Peat and Edwards	2	—
Vise and Banner lost to Doyle and Morrison	—	2
Total	6½	15½

A paragraph reprinted recently from a Manila paper about an alleged invitation to a Golf Club there to send a team to Hongkong has given rise to some misapprehension. We are informed that so far as the Royal Hongkong Golf Club is concerned no invitation has been sent out to any Club other than the Manila Golf Club who have already twice visited Fanling.

STEEL TRADE OUTLOOK.

LORD FURNESS AND HOURS OF WORK.

Speaking on the steel trade outlook at the annual meeting of the Cargo Fleet Iron Co. at Middlesbrough, Viscount Furness pointed out that local rates had increased 214 per cent., representing nearly 8s. per ton on steel costs. "Optimism without regard to the facts is misleading," he said, "and a review of all the circumstances of the trade as they exist to-day can only lead to the conclusion that steel cannot continue to be sold at present prices without serious losses being incurred." The problem of the cost of production at sufficiently low prices to enable us to export in face of foreign competition, added Lord Furness, still remained unsolved, and he held that hours of work in the coal, iron, and steel trades would have to be revised. Speaking afterwards at a meeting of the South Durham Steel Co., Lord Furness said the productive capacity of the plate mills in Britain was such that even if the shipbuilders and other constructional engineers were fully employed and allowance made for exports, there was no reasonable prospect of all the mills being supplied with sufficient orders to enable them to produce at full capacity.

The total output of the Kailash Mining Administration's mines for the week ending December 26th, 1925, amounted to 73,789 tons, and the sales to 34,240 tons.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JANUARY 11TH, 1926.

Hongkong Bank	\$1,050 buy.
Do., London	\$1,050 nom.
Chartered Bank	\$231 nom.
Mercantile Bank, A. & B.	\$231 nom.
Do., C.	\$231 nom.
P. & O. Bank	\$231 nom.
East Asia Bank	\$231 nom.
Canton Insurance	\$590 buy.
China Underwriters	\$231 nom.
North China Insurance	\$145 nom.
Union Insurance	\$231 buy.
Yangtze Insurance	\$231 buy.
China Fire Insurance	\$165 buy.
Hongkong Fire Insurance	\$380 buy.
Dogliases	\$35 buy.
H.K. & S. Steamboats	\$24 buy.
Hongkong Tug	\$34 nom.
Indo-China (Ref.)	\$38 nom.
Do. (Ref.)	\$34 nom.
Do., Hongkong	\$534 nom.
Shell Transport	\$97 buy.
Star Ferries	\$322 nom.
Waterboats	\$116 buy.
Oriental Navigations	\$250 nom.
China Sugars	\$31 sel.
Malabon Sugars	\$48 nom.
Benguet	\$190 nom.
Kailash Mining	\$47 nom.
Langkats (combined)	\$34 sel.
Do. (single)	\$20 nom.
Shanghai Explorations	\$15.54 nom.
Shanghai Loan	\$15.80 nom.
Baube	\$15.80 sel.
Tromah Mines	\$55 nom.
Ural Caspians	\$3 nom.
H.K. & K. Wharves	\$130 nom.
H.K. & W. Docks	\$58 buy.
Hongkong	\$15.15 buy.
New Engineering	\$17 buy.
Shanghai Dock	\$11.14 nom.
H.K. & S. Hotels (old)	\$284 nom.
Hongkong Land	\$284 nom.
Hongkong Realty (cp.)	\$5 buy.
H.K. Territorials (cp.)	\$5 buy.
Humphreys Estates	\$184 buy.
Prince's Buildings	\$150 nom.
Rural Lands	\$7 sel.
Ewo Cottons	\$19.10 sel. 9½ sa.
Oriental	\$15.80 nom.
Shanghai Cottons (old)	\$15.80 nom.
Do. (new)	\$15.80 nom.
Amusements	\$104 buy.
Quater Iron	\$154 buy.
Cements (combined)	\$154 buy.
Do. (old)	\$124 nom.
Do. (new)	\$124 nom.
China Buses	\$104 buy.
China Lights (combined)	\$119 sel.
Do. (old)	\$115.10 nom.
Do. (new)	\$115.10 nom.
China Providents (comb.)	\$231 nom.
Do. (old)	\$231 nom.
Do. (new)	\$231 nom.
Constructions	\$231 buy.
Dairy Farms	\$171 nom.
Der A Wing (cp.)	\$10 nom.
Hongkong Electric	\$54 nom.
Macao Electric	\$40 nom.
H.K. Developments	\$30 cts. buy.
H.K. Hops (combined)	\$40 sel.
Do. (old)	\$124 nom.
Do. (new)	\$124 nom.
Hongkong Tramways	\$244 nom.
Leas Crawfords	\$124 nom.
Mackintosh	\$214 nom.
Peak Tram (old)	\$16 buy.
Do. (new) (cp.)	\$16 sel.
Sinocres	\$11 sel.
Taxis	\$4 sel.
United Asbestos	\$20 nom.
Watsons (old)	\$124 buy.
Do. (new)	\$124 buy.
Wm. Powells	\$124 sel.
buy—buyers; sel—sellers; sa—sales; nom.—nominal.	

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THE ATHERLEY TRIAL.

ACCUSED IN THE WITNESS-BOX.

SEARCHING CROSS-EXAMINATION
BY MR. JENKIN.

The case in which James Edward Atherley, former manager in Hongkong of Messrs. Getz Brothers (of the Orient), Ltd., is charged with fraudulent conversions of four sums totalling \$3,275 was continued yesterday at the Criminal Sessions.

Detective Sub-Inspector Fallon who charged the accused, was the last witness for the prosecution. He said that on December 7th he read out four charges supplementary to the ones given, and accused said: "I reserve my statement."

COUNSEL SUBMITS NO CASE
MADE OUT.

Mr. Easley Zeitlyn (Counsel for the defence) addressed the Court at length. The accused, he said, was charged on four specific dates with receiving—for and on behalf of his employers—certain sums of money which he fraudulently converted to his own use. After pointing out that specific sums were paid back by accused to the comrade, Counsel submitted that, in this case, the question of fraudulent conversion was an inference of law.

The Chief Justice said that the case was one involving the question of fraudulent conversion.

Counsel cited a case from the *Times* Law Reports, in support of his contention that to prove fraudulent conversion, there must be evidence that the owner had been permanently deprived of his property.

His Lordship said that in the present case there was evidence of intention to deprive Getz Bros. of cheques. Counsel submitted that there was no case for the jury.

His Lordship held that monies alleged to have belonged to Getz Bros. were dealt with by accused as if they were his own.

ATHERLEY'S CAREER.

Turning to the Jury, Counsel said he had thought it right to submit to His Lordship that there was no case to go to them, but His Lordship had decided otherwise, and he was glad of that for the reason that it was of the utmost importance to Mr. Atherley that the case, having been investigated as thoroughly as it had been, should have a decision from them that there was nothing in his conduct that should call from his fellow human beings the censure which would undoubtedly follow if he were found guilty of the charges alleged against him. Atherley, Counsel went to say, was 40 years of age, and commenced business at the age of 14. For eleven years—1908 to 1920—he was secretary to the Tojo Kisen Kaisha. He had also been the American head of the Atano Kisen Kaisha, and in that capacity had under his control sums of money ranging from one to ten million dollars. Throughout his commercial career, neither his probity nor respectability had ever been questioned.

STOCK EXCHANGE LOSSES.

After his arrival in Hongkong to take up his post with Getz Brothers, Counsel said, a pressing circumstance—the sudden arrival of his wife—led the accused to ask for a loan of \$1,000 from the comrade for household expenses, and this sum and subsequent other personal loans were given by the comrade, which were always acknowledged and, on the comrade's part, were duly noted by him or by somebody in his department on slips of paper which were either initialed or signed by the accused. That went on to March, 1924, and during that period Mr. Atherley paid back sums of money to the comrade. He ran up these loans, until he had amounted to something like \$3,000. In March, 1924, Mr. Atherley, like those better than himself, made some ventures on the Stock Exchange, and was himself hit. And he went to the comrade, told him that he had lost, something like \$5,000, and asked for a personal loan of \$3,000. The comrade said: "All right," and Atherley said: "I will see when I can pay." The monies were paid into the accused's banking account; they never touched his hands with the exception of small sums of money—pocket money. Mr. Atherley said—paid to him for office personal expenses.

His Lordship said he understood that cheques which were paid into the Company's account, were paid into Mr. Atherley's banking account.

Counsel: Not one single cheque was handed to Mr. Atherley. All money was paid into Mr. Atherley's account. Referring to what his learned friend had described as the significant date of March 24th, Mr. Zeitlyn said that all the radical change referred to was in the system of banking, and in this connection they had it recorded by the comrade himself, for his own personal reference, that sums of money on this and subsequent dates, received on the sale of newspapers, were handed to the manager to be paid into the bank on another day. Since Atherley's arrest he had left everything as it was in the office and there had been no attempt to secret anything.

Mr. Atherley, Counsel said, had asked the comrade to make advances, and his case was that if the comrade used the Company's money the comrade was responsible to the Company for it.

ATHERLEY'S EVIDENCE.

Accused in the witness-box, replying to his Counsel, said that the first time he contracted for loans from the comrade department was in November 1923 when Mrs. Atherley arrived from U.S.A. He asked the comrade for a loan of \$1,000 to enable him to furnish a flat which he had taken at Kowloon. At the same time he told the comrade that his bills would be higher, and asked him to pay his (Atherley's) personal bills and the money would be refunded to him from time to time. The comrade agreed to do so. When the loan of \$1,000 was given, an acknowledgment was made up in the comrade department and brought to him for his signature. It was a typewritten document, on the Company's form, but it did not have the Company's stamp. That was the only loan he had from the comrade in 1923.

Mr. Zeitlyn: Did any acknowledgment which you gave the comrade have the rubber stamp of the Company?—No, never.

MONEY FOR THE RACES.

Continuing, Atherley said that he had further money transactions with the comrade in 1923. The first loan was during the June Race Meeting, when he asked the comrade for \$200 or \$250. The money was given to him and he signed an acknowledgment. During the year he had further miscellaneous loans. He paid back loans on his personal bills sometimes semi-monthly and sometimes monthly.

During the same year, 1923, he said, that he became interested in the Share Market and had one or two minor losses, about \$200. His personal bills had at this time also somewhat accumulated. He told the comrade of his ventures on the Stock Market in March 1924, when he informed him that he (Atherley) was going to be very badly hit in the March Settlement because the shares he had bought had had a serious decline. It was then that he told the comrade that he would require somewhere in the neighbourhood of \$5,000 for March Settlement Day, and asked him if he would be good enough to loan him a portion of it. He told him that he needed from \$2,000 to \$3,000 and that he needed it not later than March Settlement Day. He showed the comrade at the same time that he had other dealings forward in the share market, and that profits would come to him. They never materialised, because he was before long before selling. When the comrade handed him an amount for Settlement Day, he was also asked to pay off some personal bills which had accumulated. For that reason the comrade deposited a sum of money to his banking account which was at the International Bank. Prior to March, 1924, he had a banking account in the Asia Banking Corporation, which was in existence when he arrived in the Colony in 1922. This bank closed, and he therefore transferred his account to the International Bank.

Dealing with the acknowledgments he said that these were brought to him by the comrade or the cashier, and he appended his initials and sometimes his initials and surname. When the acknowledgment was presented to him, the comrade would also show him his paying-in book together with bills paid on his account. It was sometimes done on the same day as the bills were paid, and sometimes a few days later.

TAKING CHARGE OF THE DRAFTS.

Continuing, he said that when Joseph, a book-keeper, left in 1923 he personally took over the presenting of the retirement of drafts at the bank. He also covered the exchange. At the same time the deposit slips were made up in the comrade department. Such deposit slips were never used by him for the purpose of deducting from it monies which had been paid back to the comrade.

Replying to Mr. Zeitlyn, he said that a sum of \$1,641, which was one of the specific charges, had never been received by him on behalf of the Company or his employers.

Continuing, he said he knew in the latter part of 1924 that Getz Bros. were terminating business in Hongkong. His contract expired in July 1925.

NEVER DENIED IT.

He admitted that he owed the comrade sums of money, and had never denied it. The last conversation he had with him was in October 1925, shortly after the arrival of Mr. Kelly, vice-president of the Company, and Mr. Parkhurst, general manager for China. The conversation was private, and the comrade asked him about the money he owed him. He replied that he was entering into business on his own account on the termination of the Company in Hongkong, and he was arranging with friends to get a loan, and the money would be paid back to him. A few days later the comrade again approached him and asked him about the money, and he replied that he had a fair prospect of securing it. "He then told me," added accused, "that if I did not pay the money immediately, he would have to turn my acknowledgments in as cash against the Company's account. I told him that my acknowledgments were personal, and that they could not be credited on the Company's account as cash."

\$18,000 IN LOANS.

Dealing with the conversation between Mr. Kelly, Mr. Parkhurst, himself and the comrade, at the offices of Getz Bros. on October 21st, accused said that Mr. Kelly had asked him about the money which he owed. He replied that he did not owe the comrade about \$18,000, but it was a personal matter between the comrade and himself. Mr. Kelly then alleged that he had signed for the money of the Company and he denied it, and asked that the acknowledgments should be produced. The comrade said that they were in the possession of one of his guarantors. Mr. Kelly then asked him to sign over two months' salary, and some commission which was due to him, and he did so.

Replying to Mr. Zeitlyn, he said that he did not visit the offices of Getz Bros. from the 21st to the 23rd of October, the day of his arrest, and that his papers, amongst which was his paying-in book, had been left there. He had not seen this book since. Replying to a further question he said that none of the acknowledgments when he signed them bore the stamp of the Company.

MR. JENKIN'S CROSS-EXAMINATION.

Replying to Mr. Jenkin, accused said that it was correct that cheques drawn by him on various occasions were drawn to cover some I.O.U.'s, plus some O.K'd. bills. He agreed that he had asked the comrade for a loan of \$3,000 for the Stock Exchange in March 1924. Asked what had become of the returned cheques, accused said that he had destroyed the cheques for March 1924, but those for the last two months were at the office. On April 1st he drew a cheque for \$1,213.29, and said that it was to cover I.O.U.'s and O.K'd. bills. Asked whether he had kept account of the money lent to him, he replied in the negative.

REMARKABLE COINCIDENCES.

Counsel: Does it not strike you as a remarkable coincidence that \$1,213.19 was the exact sum received from the Bluebird and the Ching Shan Chan account?—Yes, it occurs to me now; it is a coincidence.

He agreed that the sums from the Bluebird and Ching Shan Chan totalled \$1,213.19. He also agreed that a cheque for that amount was paid into the Company's account. He had given the comrade a cheque for that amount on the same day.

And you say that the fact that your cheque and those amounts are exactly equal was a coincidence?—Yes.

The next cheque which Counsel referred to was one for \$1,973.98 drawn on April 4th. Accused said that it was also for I.O.U.'s and O.K'd. bills. He agreed that the same amount was recorded in the cash book as having been paid for newspapers. Counsel asked whether he considered that also as a coincidence, and accused said that he was of opinion that the comrade had wrongly applied it to the newspaper draft.

COUNSEL: THE COMRADE APPLIED YOUR CHEQUE TO THE NEWSPAPER DRAFT?—YES.

Referred to a cheque for April 7th for \$307.41, and the same amount received from Sui Yick, accused said that he considered that also a coincidence.

THE AFTERNOON HEARING.

Mr. Jenkin continued his cross-examination in the afternoon.

Replying to further questions, accused said that the cheques he had drawn in 1924 represented loans from the comrade. He did not know where the money which the comrade had advanced him had come from.

Counsel: What would you say that the cheques drawn by you were for?—In liquidation of my obligations to the comrade and O.K. bills.

From March 24th to April 25th, \$21,000 was paid into your private account. Does it not come as a surprise to you?—No.

Did you know it at the time?—Yes, I knew that money had been deposited. And do you repeat that the comrade gave it to you, and that otherwise you had no idea where it came from?—Yes.

The total for your salary was only \$873, and \$21,000 had found its way into your account?—On March 26th, I had \$1,000 from Mr. Mau Fung.

Mr. Mau Fung was heavily indebted to the Company at the time?—Yes.

Are there any more items which will help you to make up the amount?—I cannot remember the amounts.

I take it there were no other sources?—Perhaps there were from share brokers; from Mr. Carroll personally.

Did you keep a statement of your dealings with stockbrokers?—Yes; I produce a list of Carroll Bros. showing my indebtedness to them.

Will it show that you received money from them?—No it will not show that.

Shall we allow that the money you could have received from brokers would not total more than \$1,000?—I should say that would be approximately correct.

And is that all?—There might be a commission of \$40 gold, making \$100 Mexican.

Your salary was \$873.79, you had \$1,000 from brokers, and \$100 commission. That is all your total from outside sources. There remains over \$18,000 paid into your account by the comrade, and you say that you have no idea where it came from?—After receiving the loan of \$4,000 odd for the March Settlement this \$4,000 represented a margin which I had previously arranged with Ellis and Co. by which they would carry certain shares which I had contracted the same day, and it was necessary for me to arrange for further loans to meet further losses at a later day on this particular share transaction.

Replying to another question, accused said the brokers had arranged to carry his Cements short to June, on the understanding that they would possibly have to call on him prior to June for further margins. His losses had been something like \$9,000. He went on to explain at length how he had lost in selling his Cements short. He again told Counsel that the sum of \$21,000 found its way into his account following upon requests he had made for a loan from the comrade. He had made numerous requests to the comrade for loans during the thirty days in question.

Counsel: Would it be fair to suggest that the majority of payments into your account resulted from your requests to the comrade to advance loans?—Yes.

You stayed off Ellis and Co., for at least a month by virtue of a loan?—Yes, by arrangement.

Look at the item for \$447.68 paid into your account. What did you want that money for?—I knew I had further accounts to meet.

Had you any idea where it came from?—No.

(Continued on next column.)

HONGKONG'S VISITORS.

NOW THE RUSSIAN OPERA CO. WAS FORMED.

Of the many forms of relaxation for the tired mind, there are few to equal that of light music. We in Hongkong need a relaxation badly, and it is therefore a matter for congratulation that we are to welcome very shortly, what is described as one of the most highly trained Light Opera Companies that has ever visited us.

The Russian Imperial Light Opera Company is due here on Saturday next for an all too brief visit of three days, during which time they are to perform the ever-green old favourites, "Gipsy Love," "The Merry Widow" and "The Dollar Princess."

There are few Operatic Schools in the world which have such a famous name as that of the Imperial School of Opera at Moscow, and practically every Member of this Company has passed through its portals.

It is of interest now to record how the Company came to be formed. Before the Revolution nearly all the Members of the Company were playing in Russia, and most of us know to what a high standard Operatic Art had attained in Russia in the Old Days. Then came the Revolution, and most of the Members drifted across the border into Siberia where there was more safety from the Reds. As the influence of the Reds extended East, so did the Whites travel East, until they found only Vladivostok open to them. Finally that place went Red and after a more or less brief sojourn at Harbin, Tientsin or elsewhere, most of the present company found themselves at Shanghai.

Now another character appears on the scene. Who that has been in the East any time at all but has heard of Louis Ladow, one of the best-known of Shanghai's many well-known characters. Louis Ladow, being in his way as great a judge of what would catch the public fancy as George Edwardes, of Daly fame, was in his, at once saw the possibility of taking advantage of the fact that Shanghai had become the home of several individuals of outstanding merit in the operatic line. He thereupon set out to find someone who excelled in both stagecraft and musical direction. Here his luck stood him in good stead as he had not gone far before he came across M. Bakaleinikoff. Now M. Bakaleinikoff is a well-known personality, throughout Russia and Siberia. For over fifteen years he has been connected with what is known as a Circuit in both countries. Like every other White Russian he had to flee before the onward surge of the Red menace, and a story of his adventures, as related to the writer, would make a series of articles in itself.

Louis Ladow and M. Bakaleinikoff between them, combed Shanghai with a fine comb. Nothing but the best would do for them, and as a consequence of the methods adopted in the formation of the Company, we shall be privileged to see this week a Company that it would be hard to equal in any part of the world. They are all consummate artists and their singing and dancing—in such old favourites as they are showing is likely to take Hongkong by storm. As regards the Ballet, consisting of thirty All-Star Artists, we venture to predict that it will be many a day before Hongkong forgets the magnificent spectacle that will be presented of some of the most gorgeous dresses ever seen on a Hongkong stage—not to mention anything about their charming and attractive wearers.—Communicated.

RAISING A FUND.

Take the cheque for \$4,353.15 for April 1st. You had it from the comrade in request for a loan?—Yes.

This is a cheque for April 3rd for \$910.78. You did not know where it came from and the same answer applies to all questions dealing with these cheques?—That is so.

You were accumulating a fund since you anticipated debts on the Stock Exchange?—Yes.

Will you take it from me that the total amount entered for April in your account was approximately \$15,000?—Yes.

This \$15,000 was paid into your account to establish a fund out of which possible indebtedness might be paid?—Yes.

Then why did you pay out cheques totalling over \$14,000 to the comrade during April?—Because I needed no funds, I paid it back to the comrade.

Your possible indebtedness was varying?—I was establishing my credit with the comrade. I also showed him my accounts at the time with the share brokers, and he fully knew my position.

Further questioned, as to why he should receive loans on one day and repay by cheque another loan on the same day, accused said that they were probably post-dated cheques. He, however, agreed that certain repayments could not have been by post-dated cheques.

Referred to a cheque for \$1,421.14 drawn by him a day after a like amount had been collected, he said that it must have been a coincidence. He also held that the items which amounted to a similar sum for which he had issued a cheque the same day, were not the whole collections for that day, and the comrade must have enumerated the amounts to tally with his cheques.

Counsel: This is your explanation today because I am drawing your attention to these very curious incidents now?—I venture that suggestion.

Could the comrade do that with the collections of April 25th, because your cheque tallies with the entries? Your cheque was drawn up next day?—That is a coincidence.

At this stage the hearing was adjourned until today.

TROUBLE IN SWATOW.

WORK ON JAPANESE STEAMERS STOPPED.

FURTHER STRIKE THREATENED.

[FROM OUR OWN CORRESPONDENT.]

Swatow, January 8th. Strikers and Unions are working hard for a renewal of the strike and boycott against the Japanese, or as the vernacular press puts it, a "severance of economic relations." For two days all work has been stopped on Japanese steamers in port.

The cause of the trouble lies in the fact that two sampan men were hurt in a brawl with two Japanese sailors from the *Kenkon Maru*. One Chinese had his head cut and the other fell into the harbour. The strikers say that the latter has since died. Many Chinese, however, assert most positively that the man was not drowned but has gone into hiding.

It seems that at 8 o'clock on the night of January 4th the two Japanese sailors engaged a sampan for \$1.50 to take them off to their steamer. Arriving alongside, the sampan men demanded \$2 instead of the agreed fare. A scuffle ensued and the Chinese had the worst of it. The sampan man's version is that the Japanese rushed aboard without paying a cent and when he and his partner went up the gangway to remonstrate they were both hit over the head with a bottle of wine and one man fell and disappeared into the harbour.

ACTION BY UNIONS.

The day after the affray, the Sampan Men's Union, and all the other Guilds and Unions held meetings and petitioned the local Government Authorities to take up the cudgels on their behalf.

The People's League of Diplomatic Support also held a conference and decided—in the words of their press organ—that a circular telegram should be broadcast throughout China, pointing out Japanese acts of violence committed upon sampan men in Swatow and protesting against Japanese troops entering Manchuria. The sudden introduction of such entirely irrelevant matter as Japanese troops and Manchuria is difficult to understand. The Conference further agreed that two representatives from each of the Labour, Merchant, Student and Military classes should be sent to request the Commissioner for Foreign Affairs to raise a strong protest against the Japanese acts of violence upon sampan men. The Foreign Deputy was also urged to bring the following demands before the Japanese Consul in Swatow.

THE DEMANDS

- 1.—That the Japanese Consul shall surrender the criminals (my italics) for punishment.
- 2.—That compensation shall be made for the killed (again my italics) and the wounded.
- 3.—That the Japanese Consul shall apologise to the Nationalist Government and to the general public of Swatow.
- 4.—That the Japanese Consul shall wire to his Government instructing (my italics) them to withdraw Japanese troops from the Three Eastern Provinces and Fengtien.
- 5.—That the Japanese Consul shall see to it that the terms for the settlement of the Events of May 30th are observed without deviation.
- 6.—That the Japanese Consul shall guarantee that Japanese residents in Swatow shall never again resort to acts of violence.
- 7.—That the Japanese Consul shall give a satisfactory reply to the foregoing within 24 hours.
- 8.—In case a reply is not received from the Japanese Consul in regard to the above, the League will institute a "Severance of Economic Relations with Japanese Imperialists when the time limit has expired."

A reply, satisfactory to the strikers and on the lines of the above demands, was not forthcoming.

At the time of writing no definite news of the progress of negotiations has reached me.

I have just heard from a Japanese source that all the Chinese demands have degenerated into a demand for \$10,000 compensation and the summary execution of the two Japanese sailors.

THE BOYCOTT.

LECTURE SQUADS.

[FROM OUR CHINESE CORRESPONDENT.]

In order to let the public know what is really behind the present "anti-imperialist" boycott, the Canton Strike Committee is sending out 17 lecture squads of five members each to different districts of Kwangtung. The first towns to be visited will be Honam, Fongtsuen, Chinsan, Taihung, Kongsan, Tamshui, Shumchun, Chanchuen, Taipei, Shekhi, Toyshan, and suburbs of Canton City.

THE KWANGTUNG CONFERENCE.

A PROTEST TO JAPAN.

[FROM OUR CHINESE CORRESPONDENT.]

The second national conference of the left wing of the Kuomintang Political Party in Canton, in session since the first of January, has formally protested against the increase of Japanese troops in Manchuria and warned the Chinese people against evil designs on the part of their powerful neighbour. At the same time it has adopted "a definite policy" regarding Sino-Japanese relations, the publication of which, however, is withheld for the time being. It is understood that "economic non-co-operation" may be declared, should Japan refuse to change her policy which the Congress regards as one of aggression.

THE CANTON NAVY.

TO PROVIDE PROTECTION FOR SHIPPING.

[FROM OUR CHINESE CORRESPONDENT.]

By order of the Navy in Canton, all vessels native of foreign intending to clear from Canton are required to report their date of departure and destination to the Naval Shipping Protective Bureau 24 hours in advance. This order is given to enable the naval authorities ample time to arrange for the convoy and protection of ships.

NEW TAXI-CABS.

SERVICE OF BRITISH VEHICLES.

A new taxi-cab service, operated by more than 100 British taxis, dark blue in colour, will shortly be instituted in the Colony. These taxis have been specially ordered from Messrs. William Beardmore & Co., Ltd., of Glasgow.

The Company formed to inaugurate this service will be known as the Victoria Taxicabs, Ltd., of which the managing director is Mr. Lam Wing Yan. This Company has a capital of \$600,000.

The new taxis will be sufficiently large to carry five passengers and their interior equipment will include handy luggage racks. Of 16.40 horse-power, they will have four gears, and, in placing the order, special stress has been laid on the production of a type of vehicle which will be able to cope easily with the hills in Hongkong.

It is the hope of the Company to start the new service by the 1st of July, and in preparation therefore a new garage is being erected at Happy Valley, near the Dragon Company's establishment.

STREET ACCIDENTS.

TWO SMASHES ON SUNDAY.

The brakes of a car in which Mr. and Mrs. T. F. O'Sullivan, were passengers, refused to act when they were coming down a steep incline at Park Road on Sunday afternoon. The car rushed down the hill and struck a bank at Bonham Road. The driver and two passengers, however, escaped serious injury, though Mr. Sullivan injured his hand and was also hurt in the right knee. These injuries were attended to at the Government Civil Hospital.

COLLISION ON THE PRAYA.

A collision occurred between a tram car and a motor car near the Naval Canteen on Praya East on Sunday morning. The driver of the car was trying to get in front of the car when he found himself stopped by road repairs, and another tram coming from the opposite direction struck the car. Luckily no one was hurt.

Two Chinese were removed to Hospital on Sunday, suffering from injuries to the head and body. One was knocked down by a tramcar in Des Voeux Road West, and the other, a woman, was struck by a motor-car near Western Street.

OUTWARD BOUND.

Among the passengers booked for Hongkong on the P. and O. s.s. *Kaimala*, which left London on December 16th, are the following:—

Mrs. Campbell, Mr. S. Crawford, Mr. Angus Campbell, Miss Craig, Mrs. Cantrell, Miss Griffin, Mrs. L. B. Graham, Lt. Comdr. F. S. Graham, R.N., Mr. J. M. Hazlerigg, Mr. C. F. Holland, Rev. N. V. Howard, Pay Lieut. W. R. Jordan, Miss C. J. Lambert, Mrs. A. Lance, Mr. H. C. Lowick, Pay Comdr. E. B. Lewis, B.N., Pay Mid. G. F. Miller, R.N., Mr. C. G. Perdue, Miss Richards, Mr. L. W. Rogers, Pay Sub-Lieut. C. H. Rutherford, R.N., Mr. F. Sutton, Miss Simpson, Lt. Comdr. H. E. Seaman, R.N.

INDO-CHINA BOAT SUNK.

IN COLLISION WITH EMPRESS LINER OFF BLACK POINT.

FIVE LIVES LOST.

A Ruter cable, received here yesterday morning, stated that the *Empress of Asia*, outward bound, had come into collision with the Indo-China steamer *Tungshing*. The collision occurred at daylight off Black Point, in the Yangtze River, 13 miles below Shanghai.

The *Tungshing* broke in half between the after hatches and sank in 4½ minutes. Unfortunately, the collision was attended by loss of life among the Chinese passengers and members of the crew (Ruter stating that betw. 5 and 10 Chinese were drowned).

The only foreign passengers on the s.s. *Tungshing* were two Norwegian ship's officers, both of whom were saved.

The *Empress of Asia* stood by, her crew rendering prompt assistance and saving many lives. The liner then proceeded to Woosung where temporary repairs were to be effected, prior to the voyage to Vancouver being resumed.

Ruter states that the wreck of the *Tungshing*, with only the funnel and one mast showing, is lying in the fairway but does not block the passage to the harbour.

The *Tungshing* left Hongkong for Shanghai and Tsingtao on Thursday last. Her commander is Captain J. M. Sturgeon, and she carried the following officers: Mr. A. Woodley (Chief Officer); Mr. A. S. Spears (Chief Engineer); Mr. Maloney (Second Engineer); and Mr. F. Kerslake (third engineer).

The ship in an old vessel, having been built by Messrs. Wigham, Richardson & Co., Ltd., of Newcastle-on-Tyne, in 1903. Her gross tonnage is 1,969 tons, and 1,172 net, her length being 275 feet and her depth 12.11 feet. Her engines are of 226 nominal horse-power and she is a single screw vessel. The vessel had been on the Hongkong-Tsingtao run for some years and was a well-known China coaster.

After having been in dock here, the s.s. *Empress of Asia* left Hongkong on Friday.

LAUNCH SINKS.

COLLISION WITH PIER.

The *Choy Fat*, a large steam launch, owned by Mr. Wan Ju Fan, of Jubilee Street, which left Aberdeen in the early hours of yesterday morning with a load of fish for the Central Market, which opens at 4 a.m., collided with the stone pier opposite the Praya end of Pottinger Street at 3.30 a.m. with the result that her planks became so strained that she sank rapidly.

It appears that as the launch was making fast to the pier she was caught by wind and tide and driven against the pier with considerable force. The crew, to prevent the *Choy Fat* being sunk entirely in the seven fathoms of water, tied her up with ropes on the starboard side, and this was the only part of the craft visible yesterday morning.

Fortunately no lives were lost, and yesterday afternoon the *Choy Fat* was raised and taken to a Chinese ship-repairer at Sham Shui Po.

SEQUEL TO STABBING AFFRAY.

COOLIE ARRESTED TWO YEARS AFTER.

Arrested two years after the alleged offence took place, Chan Yam, a coolie previously employed at the Taikoo Sugar Refinery, appeared on remand before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon charged with doing grievous bodily harm to another coolie Ip Fuk, by stabbing him at Quarry Bay on January 12th, 1924.

Mr. Leo d'Almada appeared for the defence and asked permission to reserve cross-examination of the witnesses, as he had only been instructed to appear for defendant a few minutes previous to the case coming up for hearing.

The evidence for the prosecution showed that a quarrel, which led to a general fight between defendant and complainant took place at the Taikoo Sugar Refinery on January 12th, 1924, where both men were employed as packers. The interference of the Superintendent put an end to the quarrel and fight, but a little later it was alleged that defendant followed complainant and stabbed him in the back. As a result of the wound he received, complainant received treatment in hospital for about three weeks. The defendant disappeared immediately after the affair and was only arrested a few days ago.

After corroborative evidence had been given His Worship adjourned the case until Thursday morning at 11.30.

CORRESPONDENCE.

THE ACCIDENT AT THE SEAMEN'S INSTITUTE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—As the details of the report on the sad accident to Mrs. Daniels' little boy on Saturday last as given in your issue of to-day if accurate would point to culpable negligence on the part of both the management of the Seamen's Institute and of Mrs. Daniels, may I be permitted to make the following more important corrections.

(1)—The accident occurred at about 4.30 p.m. when the work of decoration was in progress, and not during the actual dance. No children of the little boy's age are allowed to come with their parents to dances at the Institute.

(2)—The child did not fall through the windows. As soon as the accident occurred, one of the residents in the Institute as well as the Manager looked to see if they were closed and bolted, as these windows usually are, and found them to be so.

(3)—From the position in which the child was found in the yard to the South of the Institute, it is presumed that he clambered up a parapet and railing, in all 5 feet 2 inches high, along the bridge leading from the first floor to the bath-rooms, etc., at the back. This feat must have required considerable agility on the part of the boy as the railing is not an easy one to climb. If this theory is correct, the child fell 21 feet.

Only a few minutes before this and occurrence, Mrs. Daniels had called him in from the verandah in the front of the building.

I think that these few facts may help to clear the persons concerned of any blame for negligence.

The latest report received from his parents was that at 4 a.m. this morning the boy was sleeping quietly.—Yours, etc.,

G. T. WALDEGRAVE.

Chaplain and Secretary.

The Missions to Seamen in Hongkong.

January 11th, 1926.

HONGKONG UNIVERSITY.

TO-DAY'S "DEGREE CEREMONY."

HONOUR FOR H.E. THE GOVERNOR.

This afternoon at five o'clock the seventeenth Congregation of the Hongkong University will assemble. The Degree of Doctor of Laws (*Honoris Causa*) will be conferred on H.E. The Governor (Sir Cecil Clementi, K.C.M.G.), and also on the Hon. Mr. R. H. Kotewall, Mr. Ponsonby Fane and Sir Edward Stubbs, K.C.M.G. (*in absentia*). In addition a number of degrees are to be conferred on graduates in the Medical, Engineering and Art Faculties.

WATER USED BY DISTILLERS.

DR. KOCH SEEKS INFORMATION.

At this afternoon's meeting of the Sanitary Board, Dr. W. V. M. Koch, pursuant to notice, will ask "Will the Head of the Sanitary Department ascertain the source of the water used by the distillers to reduce the alcoholic strength of Chinese wine; also the source of the water in the manufacture of Chinese vinegar?"

HIRED AND PAWNED.

YOUNG CHINESE CYCLE THIEF SENTENCED.

A young Chinese pleaded guilty at the Central Magistracy yesterday, to five charges of converting bicycles to his own use.

The thief's method was to hire bicycles from various shops, and then pawn them. The defendant in each case handed to the pawnbroker a forged sale note of the Sun Company.

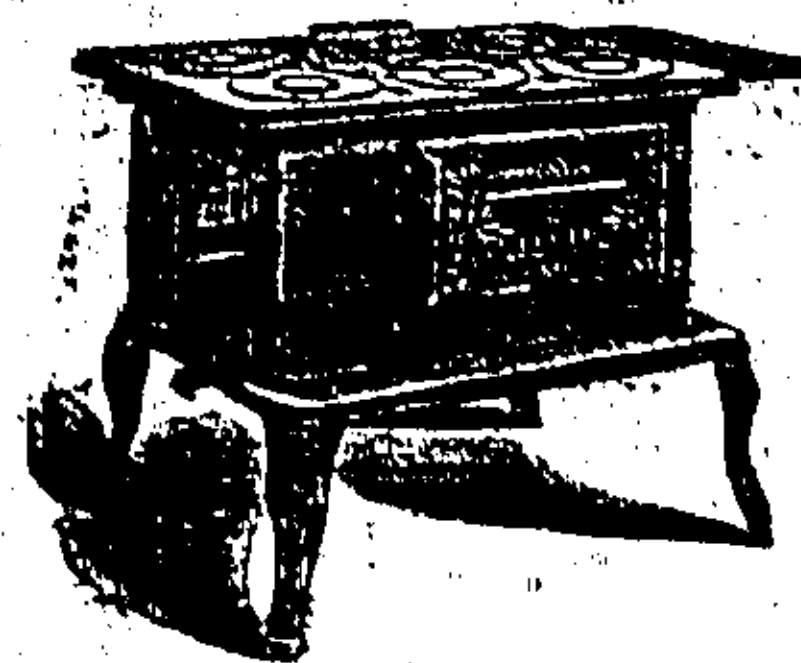
Divisional Inspector P. Grant, who prosecuted for the Police, said a detective noticed defendant go into a pawnshop with a machine, and he followed him in. The detective saw the sales note, and defendant invited him to visit the Sun Company. On the way the thief attempted to escape on the machine, but failed. Defendant was sentenced to four weeks' hard labour on each of the five counts, the sentences to run consecutively.

WEATHER REPORT.

The Royal Observatory issued the following report at 5.05 p.m. yesterday: The anti-cyclone has weakened further. It is now central over South Korea. A fresh to moderate monsoon may be expected along the South-East Coast of China, and over the China Sea. Local Forecast: N.E. winds, fresh to moderate; fair at first, overcast later; some drizzle or mist.

PORTABLE RANGES.

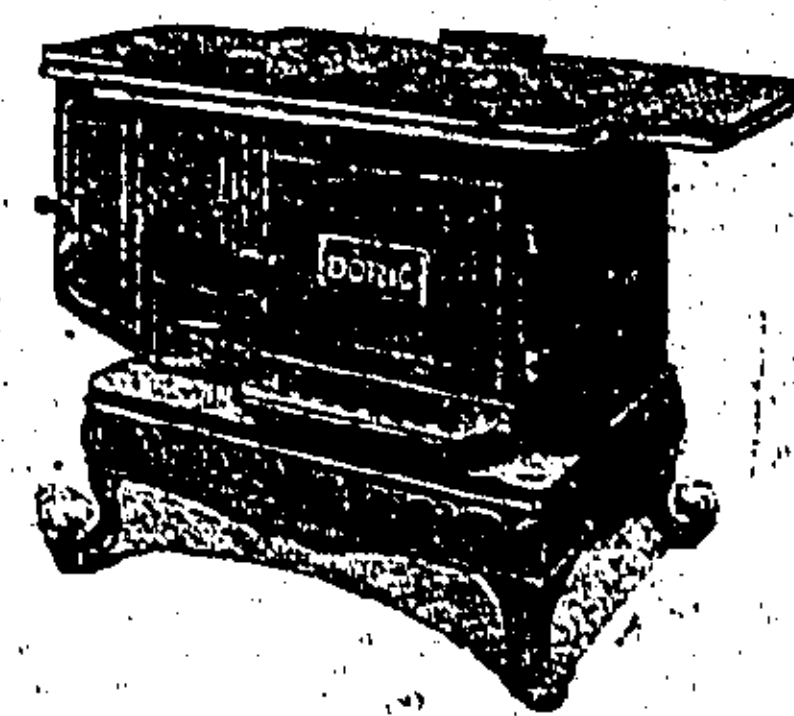
THE "BONNYBRIDGE DOVER."



No. 6	7	8	9
\$55	\$65	\$75	\$100
Extra for Cast Iron Side Boiler.			
\$25	\$27.50	\$30.00	\$32.50

THE "DORIC" RANGE.

No. 8 with 42-inches Hot Plate, 6 Rings, Side Boiler, and Elevated Hot Closet and Canopy \$250



"MODERN MISTRESS" Range with 42-ins. Hotplate

5 Rings and 6½ Glu Inbuilt Copper Boiler \$200

SPARE PARTS FOR ALL RANGES KEPT IN STOCK.

LANE, CRAWFORD, LTD.

Phone 4567.

VALUABLE COUPONS

WILL BE GIVEN AWAY

BY

WING ON CO., LTD.

DURING THE

SALE

From Jan. 9th to Jan. 28th.

COLUMBIA NEW-PROCESS RECORDS

BY

VIVIAN FOSTER (THE VICAR OF MIRTH).

- 2567—THE PARSON AT THE SEWING PARTY.
- 3505—THE PARSON AND THE COLLECTION.
- 3693—THE PARSON ON MARRIAGE
- 3218—THE PARSON ADDRESSES HIS FLOCK.

AT

ANDERSON'S.

[76]

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A REDUCTION of

25 Per Cent. Discount

WILL BE GIVEN OFF ALL

FURNITURE, FURNISHINGS, GLASSWARE, CROCKERY

FOR A FURTHER PERIOD OF

5 DAYS ONLY.

You should certainly take advantage of this offer.

NEW ADVERTISEMENTS

NOTICE

A PUBLIC LECTURE on "ECLIPSES OF THE SUN AND MOON," illustrated by lanterns, will be given on WEDNESDAY, JANUARY 13TH, the Day Preceding the Eclipse, in Union Church Lecture Hall at 6 P.M. by Rev. P. KIRK MACDONALD.

Please Note Change of Date from that given in Sunday's Announcement. [3084]

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL.

JANUARY 14TH, 1926, at 8.15 P.M.

FOURTH TOURNAMENT OF THE SEASON.

MAIN EVENT:

FIFTEEN ROUND CONTEST for the FEATHERWEIGHT CHAMPIONSHIP of the COLONY and the SCOTT HARTSON BELT.

A.B. GARDNER, H.M.S. "HEMMA" vs. DAYMEER BOWLES, 1st East Surrey Regt. And about Five Other Contests.

BOOKING at MOUTRIE'S For—MEMBERS Only on the 12TH INST. GENERAL PUBLIC on the 13TH and 14TH INST.

PRICES: 85'0 50'0 and 10'0. [3083]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PERSEUS"

are hereby notified that the Cargo will be discharged into the Godowns, where it will be at the disposal of the Consignees, and subject to the Terms and Conditions of Storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 11th January.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 18th January, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st February, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th January, 1926. [3067]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

THE VALUABLE HOUSEHOLD PROPERTY

Situate at Victoria in the Colony of Hongkong and known as Sub-section 2 of SECTION E of INLAND LOT No. 591 with the Building thereon known as No. 42, BONHAM ROAD

BY MESSRS. LAMBERT BROTHERS, AT THEIR SALESHOOP, No. 5, DUNDRELL ST., VICTORIA, HONGKONG.

ON MONDAY, THE 18TH DAY OF JANUARY, 1926, AT 3 O'CLOCK, P.M.

For further Particulars and Conditions of Sale, Apply to: MESSRS. WOO AND NASH, Mortgagees' Solicitors, Bank of China Building, OR TO: MESSRS. LAMBERT BROTHERS, Auctioneers, No. 5, DUNDRELL ST., Hongkong, 5th January, 1926. [3060]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

VALUABLE HOUSEHOLD PROPERTIES

Situate at MONGKOTSUI, KOWLOON, in the Colony of Hongkong, and known and registered in the Land Office as: Kowloon Island Lot No. 1813 (Area 1,559 Square feet. Crown Rent: \$8) AND

Kowloon Island Lot No. 1815 (Area 1,559 Square feet. Crown Rent: \$8) Together with Four Messuages thereon in RECLAMATION STREET, MONGKOTSUI, aforesaid.

TO BE SOLD IN ONE LOT ON

THURSDAY, THE 21ST DAY OF JANUARY, 1926, AT 3 O'CLOCK, P.M.

AT THE CHINA AUCTION ROOMS, 4, DUNDRELL STREET, VICTORIA, HONGKONG, BY

MR. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Conditions of Sale, Apply to: MESSRS. JOHNSON, STOKES & MASTERS, Prince's Building, Hongkong, Solicitors for Mortgagee, OR TO: MR. E. V. M. R. DE SOUSA, The Auctioneer.

Hongkong, 11th January, 1926. [3061]

INTIMATIONS

NOTICE

L. MOORE & CO., LTD.

Fire Loss ADJUSTERS SHANGHAI. HAVING Been Appointed ASSESSORS by the Concerned in the RECENT FIRE in the HONGKONG HOTEL have Opened Offices in the Union Building, 5th Floor, where they will be pleased to receive Information or Enquiries relative to the Loss. Hongkong, 9th January, 1926. [3065]

HONGKONG JOCKEY CLUB.

3rd DAY, 7th RACE, 3rd MARCH, 1926.

THE UNITED SERVICES CUP

NOTICE IS HEREBY GIVEN that the Conditions for This Race have been Altered and should Read as under:—
Conditions.—A Cup will be presented to the Winner with \$400 added. Second \$250 Third \$150. For China Ponies the bona fide property of, and to be ridden by, Officers of H. M.'s Regular Forces. "Solo Ponies" leased by Officers will, for the purpose of this Race, be considered as the bona fide property of such Officers. CATCH WEIGHTS at 180 LBS. Entrance Fee \$5. Once Round (about 7 Furlongs and 55 yards). [3064]

HONGKONG JOCKEY CLUB.

ENTRIES for the Forthcoming RACES CLOSE on SATURDAY, JANUARY 23RD, 1926, at 3 P.M., and must be sent to the SECRETARY, c/o LINSTEAD & DAVIS, Alexandra Buildings on or before This Date. Entry Forms are Now Ready and can be had at the JOCKEY CLUB STABLES, RACE COURSE, HONGKONG CLUB or LINSTEAD & DAVIS. [3042]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that The THIRTY-EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., on WEDNESDAY, 27th JANUARY, 1926, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1925.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 15th JANUARY, to WEDNESDAY, 27th JANUARY, both days inclusive, during which Period No Transfer of Shares can be registered. By Order of the Board of Directors, L. S. GREENHILL, Secretary.

Hongkong, 7th January, 1926. [3056]

DERRINGTON.

HIGH CLASS PRIVATE HOTEL.

2, PRINCE ROAD. TEL. CENTRAL 4464. [3063]

S.S. FONTAINEBLEAU.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, L.S., etc., also Cargo from ex s.s. "PORTOES" AMBOISE and "AMAZON" is connected with the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary. Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th January, 1926, or they will not be recognized. No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MAKENZIE & CO., Agents.

Hongkong, 7th January, 1926. [3049]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "ANHALT" having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 15th Jan., 1926, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on 18th January, 1926.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELOHERS & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN. Hongkong, 8th January, 1926. [3068]

INTIMATIONS

THE "STAR" FERRY COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 4061 for ONE HUNDRED (100) SHARES NUMBERED 7854/7855 in the above Company standing in the Name of TSEUNG E. TAK Having Been Reported LOST, NOTICE IS HEREBY GIVEN that unless the ORIGINAL CERTIFICATE is Produced Within One Month from Date Hereof, it will thereafter be held by the Company as NULL AND VOID, and A NEW CERTIFICATE for the Said Shares Will be Issued.

F. H. CRAPWELL, Acting Secretary.

Hongkong, 30th December, 1925. [3026]

A AVAILABLE IMMEDIATELY. Upper Level, Three Furnished Rooms with Splendid View of the Harbour \$110 to \$125 including Car Transportation. Garage available for Car Owner. SMALL INVESTORS. Telephone 4630. [2534]

FOR RENT.—One Furnished House (Furnish Bought & Rented), Middle Level, Seven Rooms, Excellent Location. One MARCH near West Bay, Cost \$1,000. Offers Wanted. SMALL INVESTORS, Tel. 4630. [2534]

TWO LET.—Self Contained Flat in Armand Buildings, Kowloon, Four Large Rooms, Kitchen, Servants' Quarters, etc., Furniture and Fittings may be Taken Over if Required. Apply—Post Office Box 609, Hongkong. [3062]

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRENCH BUILDING" or "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHATELAIN BANK and MARGARET BANK).

Apply to: BANQUE DE L'INDOCHINE, Chater Road. [3067]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement). Apply: SECRETARY, A. S. WATSON & CO., LTD. [3082]

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR. Apply: UNION INSURANCE SOCIETY OF CANTON, LTD. [2123]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MALWA"

ARRIVED HONGKONG ON 8TH JAN., 1926.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO, AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary. Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th January, 1926, or they will not be recognized. No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MAKENZIE & CO., Agents.

Hongkong, 8th January, 1926. [3062]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "DELTA"

ARRIVED HONGKONG ON 8TH JAN., 1926.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf ex B.L.S.N. and B. & P.S.N. Company's Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary. Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

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MAKINNON, MAKENZIE & CO., Agents.

Hongkong, 8th January, 1926. [3065]

INTIMATION

IN THE PIPING TIMES OF OLD.

There was a fine spirit about the good old times. The days that are passing now are the piping times that future generations will surely look back upon with understanding. For about them too will be marked a grand spirit.

DEWAR'S.

DEWAR'S

"WHITE LABEL"

AND

"VICTORIA VAT"

FINEST

OLD SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS—

A. S. WATSON

& CO., LTD.

[50]

DEATHS.

ANDERSON.—At Farnham, England, on January 2nd, to Mr. and Mrs. A. E. ANDERSON, late of Shanghai, a son. JEYNE.—At Shanghai, on January 5th, to Mr. and Mrs. F. H. JEYNE, a son.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JANUARY 12TH, 1926.

AFTER FOURTEEN YEARS.

To-day the University of Hongkong is to hold a congregation for the conferring of degrees. The proceedings will be somewhat unusual as, for the first time in its history, the University will confer an honorary degree upon the Governor of this Colony. Sir CECIL CLEMENTI was offered this honour some years ago. A desire was expressed at the time that he should receive the degree in person, and it was arranged that the ceremony should take place when he was able to visit Hongkong. The occasion is unique for probably never before has a Chancellor of a University been admitted to the roll of honorary graduates during his period of office as Chancellor.

Sir CECIL CLEMENTI was one of the most active sponsors of the local University in its earliest days. As Assistant Colonial Secretary he was closely in touch with Sir FREDERICK LUGARD and he was a member of the original committee whose work made the University possible. He was also a member of the Council that made the first appointments and he was present at the formal opening of the building in March, 1912. After nearly fourteen years he has returned to the Colony to see the infant, at whose christening he was present, growing apace.

It may be recalled that the first public speech His Excellency made after his

arrival as Governor of the Colony was addressed to the undergraduates of the University and that he then had occasion to remark that the most stupid of the recent happenings that have so distressed all true friends of China was the so-called "strike" against Education. We hope the last has been heard of demonstrations of this character on the part of students in the schools or the University of this Colony.

In the short space of fourteen years we have seen four changes in the Chief Executive of the University. Originally this official was designated Principal, but Sir CHARLES ELIOT was given the more high-sounding title of Vice-Chancellor.

During the absence of Sir CHARLES ELIOT as British Commissioner in Siberia, the late Dr. GREGORY JORDAN was the administrative head of the institution. Then came Sir WILLIAM BRUNYATE, with a reputation as a distinguished administrator in Egypt and Wrangler of Cambridge. Mr. W. W. HORNELL, the present Vice-Chancellor, has been two years in the office. When the University commenced its teaching life in 1912 the annual revenue for the first year was estimated at about \$90,000, and the estimate proved to be fairly correct. It must have been apparent to anyone who knows anything about University endowments in Britain and the local conditions of life in Hongkong that such a sum was quite inadequate. Sir WILLIAM BRUNYATE instituted the "practice of sending out the annual financial statements" to the Press; and so it is no secret that the annual revenue of the University has grown from the \$90,000 in the first year to about \$490,000 in 1925. Of that amount about \$75,000 is derived from the endowments supplied by the Rockefeller Foundation for the Chairs of Surgery, Medicine and Obstetrics. In due course it is hoped that further endowments for medical education and research will be forthcoming from the same source. There is much that needs to be done. Malaria, dengue and other fevers, for instance, are said to be produced by small parasites. It would be good to hear of some endowment of research work directed towards the extermination of these insect pests locally. There are several other branches of work which would benefit by further endowments and it is to be hoped that the activities and potentialities of the Hongkong University will be observed and studied on the spot by the gentlemen who are coming to China to formulate recommendations for the allocation of the Boxer Indemnity.

DAME ADELAIDE ANDERSON, who is a member of that Committee, has been here fairly recently, and no doubt she was duly impressed with the urgent need of the women students in Hongkong. A women's hall of residence is required, and it has been suggested that the old Fly Point battery site, recently presented by the Military authorities, would be an admirable site. We do not know whether much will be heard in the speeches delivered at the Congregation to-day about the needs of the University, but we feel quite sure that the University will be able confidently to count upon wise counsel from its new Chancellor, who, as we have said, may be counted among the founders of the institution, and whose name to-day is to be added to the growing list of Honorary Graduates.

The Medical Officer of Health's return for the 48 hours ended Sunday includes a notification of a dog suffering from rabies.

H.E. The Governor (Sir Cecil Clementi, K.C.M.G.) and Lady Clementi have issued invitations to a garden party at Government on the 28th inst.

An appeal is made to residents to send to St. John's Cathedral Hall any books which they have finished with, so that they may be supplied to the prison library.

The Mothers' Union, under the auspices of St. John's Cathedral, has sent a handsome sum of money to Home charities. The Union is under the leadership of Mrs. DUFFY and Mrs. NOLL.

At the Marine Court yesterday, before Lieut.-Commander G. F. HOE, B.N., a boatmaster was fined \$25, with the alternative of fourteen days' hard labour, for his boat being under way without regulation lights.

Lieut.-Col. S. H. SMITH, D.S.O., O.B.E., R.A.M.C., has been appointed a member of the Sanitary Board.

Five men, one armed with a revolver and three with daggers, entered an unnumbered hut at Ta Ku Ling, Kowloon City District, at ten o'clock on Sunday night and robbed the occupant, a vegetable gardener, of \$40 and then escaped by running up the hillside.

An unknown middle-aged Chinese attempted to commit suicide late on Sunday night by jumping into the harbour at Connaught Road Central. He was rescued by an Indian police constable and afterwards removed to hospital suffering from shock, consequent upon immersion.

A Chinese who borrowed the "Austin" of Mr. Chan Tat Cho, of Bonham Strand, (who had left the car outside his house), and went for a joy ride in it, was fined \$10 yesterday for driving the car without permission and ordered to pay \$10 for the damage done to the mudguard.

The s.s. *Taipei*, sister ship to the s.s. *Changte*, built by the Hongkong and Whampoa Dock Co., Ltd., at Kowloon Docks, to the order of the Australian Oriental Line (Messrs. G. S. YULL & CO., Sydney) carried out her official trials to-day and sails on her maiden voyage on Friday, January 22nd.

It is expected that the alterations to the Lady Chapel at St. John's Cathedral will be completed by the end of this month. The Sanctuary will be raised on to a new floor, and the altar refurnished and equipped after the English tradition. The ladies of the Cathedral have kindly consented to obtain the additional money required for the carrying out of these improvements.

Two Chinese were charged at the Central Magistracy yesterday, with larceny of a quantity of leather. Mr. E. S. C. BROOKS for the prosecution, told His Worship (Mr. Lindsell) that he proposed to add a further charge of conspiracy to defraud against both the defendants. Mr. J. M. HALL was for the defence and the Magistrate adjourned the case for one week, without taking evidence.

An attempt at armed robbery was made at Kau Pui Shek, Kowloon City District on Sunday night. At 10.15 four men, armed with iron bars, entered a match occupied by a vegetable gardener, who received a wound on the left eye through being struck with an iron bar held by one of the men. The would-be robbers, apparently became frightened at something, for they made their escape without stealing anything.

Before Mr. R. E. LINDSELL at the Central Magistracy yesterday, a Chinese headed ignorance, although he admitted the offence, when charged with attempting to bribe an Indian police constable. The defendant, who is a coolie, was arrested for obstructing the train lines with his truck and yesterday he told His Worship that he offered the \$1 to secure his release. He was fined \$20, and Mr. LINDSELL ordered that the \$1 offered as a bribe be put into the poor-box.

The third concert in aid of the St. John's Cathedral Organ Fund, which is to be given to-morrow evening at six o'clock at the Cathedral Hall, should prove an attractive one. The artists who will contribute to the programme are Mrs. Stanley Collett, Mrs. Niel Mathieson, Mrs. Gay Cumming, Mr. H. E. Gardner and Mr. G. H. Piercy. The programme will include duets and quartettes and songs by modern British composers. Tickets, one dollar, may be obtained from the Organist at the Cathedral Hall.

The prize-winners at the masked Ciderella fancy dress dance held under the auspices of the Royal Naval Dockyard Ladies' Club at the Seamen's Institute on Saturday night were as under: The best dressed: Miss Harding, as an Early Victorian; Mr. Grenham, as a Russian Officer. The most original costume: Mrs. Rogers, as Mah Jongg; Mr. Jones, as a Hurried Exit. The best characteristic: Miss Stuart, as Joan of Arc; Mr. Price, as Pre-Historic Man. The judging was carried out by Miss Loya, H.E. Vice-Admiral Sir Edwyn Alexander-Sinclair, K.C.B., M.V.O. (Commander-in-Chief of the China Station), and Commodore A. J. B. Stirling. The prizes were presented to the winners by Miss Loya.

The death took place at No. 30, Elgin Street, on Saturday, the 9th January of Mr. Samuel See, alias Tso Tsan Lin, the youngest brother of Mr. Tso Tsan Tai. He was 48 years of age, and was born in Australia. Most of Mr. See's time was spent in North China, where he was connected with the well-known firm of Messrs. Tse Wing Kee of Shanghai, Hankow, Tsingtau and Tientsin. He was a Director of The Wing Cheong Hong China Product Company, Limited, and also helped to superintend the mining enterprises of his brother Mr. Tso Tsan Tai in the New Territories. The funeral took place on Sunday afternoon. The Rev. A. D. Stewart, of St. Paul's Church, conducted the burial service at the Chinese Protestant Cemetery.

Mr. A. W. McLean, chief of the Customs Brokers' Department of Messrs. Butterfield & Swire, and for many years a resident of Japan, died recently at the Yokohama General Hospital, of an appendicitis attack. Mr. McLean had a large circle of friends, both foreign and Japanese. He went to Japan 18 years ago as a clerk in the British Consulate at Moji. Later he became attached to the British Embassy, moving to Tokyo where he lived until three years ago. He rose high in Masonic circles, going to England several times for advanced degree work. When Mr. McLean became connected with Messrs. Butterfield & Swire he moved from Tokyo to Yokohama, but the earthquake of 1923 demolished his home on the bluff.

CABLES.

LATEST CABLES.
[REUTERS' AMERICAN SERVICE.]

BANDITS IN MEXICO.

LOOT TRAIN AND MURDER MOST OF PASSENGERS.

ESCORT PROVES POWERLESS.

MEXICO CITY, January 11th.

The military escort proved powerless to prevent the looting of a train and the murder of most of the passengers, between Guadalajara and Mexico City.

Twenty armed and disguised bandits boarded the train and attacked the escort with knives. The bandits killed all except seven of the escort, who were seriously wounded. Thereafter, the bandits rifled the train and robbed the passengers, summarily despatching those who resisted. Finally they set fire to the train, containing the bodies of their victims, and escaped on the engine.

Communications are cut, and fuller details are lacking. Troops have been ordered to pursue the bandits.

LATER.

Railway Headquarters report the recovery of twenty bodies, burnt beyond recognition. It is believed that other bodies are in the debris of the coaches, which were derailed. The engine, on which the bandits escaped, was found, derailed, several stations from the scene of the outrage.

EARLIER CABLES.

[REUTERS' AMERICAN SERVICE.]

A PACIFIST CAMPAIGN.

SOCIALIST DEMOCRACY MUST ASSERT ITSELF.

BRUSSELS, January 10th.

At the inauguration of a Socialist campaign for pacifist propaganda, at Charleroi, Mr. Vandervelde, the Socialist Foreign Minister of Belgium, after referring to the almost world-wide effervescence at present and the prevalence of Bolshevik propaganda at certain points where Soviet Russia claimed the position of an outpost and a protectress of all oppressed races, declared that Socialist democracy would be under-rating its immense force if it imagined there was no alternative but persistence in capitalist domination or universal Bolshevization.

He expressed the opinion—whether it was Egypt, India, China or equatorial Africa—that there are possible and necessary transitions between the present regime and the regime of enfranchisement of coloured peoples.

FORGED DINAR NOTES.

ANOTHER PLOT UNEARTHED IN YUGO-SLAVIA.

BELGRADE, January 10th.

Another banknote scandal has been unearthed according to the newspapers here, which says that the Chief of the Belgrade detective force, M. Lazitch, is enquiring in Germany into the forgery of one thousand dinar notes which were discovered in an illicit press at Bielefeld. The local police have arrested the alleged counterfeiters. The discovery is not connected with the Hungarian affair.

PROBLEM OF MOSUL.

GOVERNMENT OF TURKEY'S ATTITUDE APPROVED.

CONSTANTINOPLE, January 10th.

Military representatives and the whole Cabinet attended a meeting of the Assembly which approved of the Government's attitude on the Mosul question. Tewfik Rushdi in a statement on the whole course of the Mosul negotiations, said that the League's decision condemning the Iraqis to submit to a foreign mandate for a further twenty-five years for the purpose of severing the disputed territory from Turkey, was illogical and illegal. (Applause.)

Referring to the pourparlers between Mr. Baldwin and the Turkish Ambassador in London, Tewfik Rushdi declared that much depended on the form and substance of the British proposals. Turkey aimed at an agreement based on a frontier line at Mosul satisfactory to both parties.

FRENCH SOCIALISTS.
CONGRESS TO DECIDE ON FUTURE ATTITUDE.

PARIS, January 10th.

The congress of the Socialist party is sitting to decide again whether to participate in a Government formed with other bloc parties. Such a Government could only be formed if the Left bloc made a united assault on the present Ministry over M. Briand and M. Doumer's financial proposal. The mandates committee of the congress, which met beforehand to count the votes of various provincial federations, ascertained that 1,789 voted against participation in the Government and 1,308 for participation. These figures compare with 2,801 and 339 cast at a similar congress in August.

Parliament will reassemble on Tuesday, when political interest will centre in the Chamber's finance committee, which not only will consider the Government's proposals but also a joint rival scheme by the Left bloc parties, which it is reported will take the form of a Socialist capital levy.

POLITICS IN GERMANY.

COALITION GOVERNMENT IS NOW PROPOSED.

BERLIN, January 10th.

The Centre Party has passed a resolution in favour of the formation of a Government on the broadest basis, including members of all parties, from Socialists to German Peoples and Catholics.

The opinion is that this will be possible as the Government aims should be the promotion of a peaceful foreign policy, protection of the Republican Constitution, improvement of the economic condition of the country and alleviation of social distress.

DISASTROUS FIRE AT KULING.

CHINESE SECTION WIPED OUT.

MANY KILLED AND LARGE NUMBERS HOMELESS.

A fire, which according to the rather meagre reports available, involves a loss of Tls. 1,000,000 and in which a large number of lives were lost, broke out in the Chinese section of Kuling on the night of the 2nd inst., spreading with alarming rapidity.

The blaze could not be fought, unfortunately, because no water was to be had, and in consequence, it spread over the entire native section, hundreds of Chinese dwellings being destroyed with all they contained, excepting of course in the further reaches, where people had time to save their belongings. The fire, once under way, ran through the district as far as the new Post Office, which is situated right on the edge of the Estate. The Chinese Hospital, as well as some mission property, was burned down, and it is stated that Mr. Duff lost heavily, some estimating his loss at \$30,000 to \$40,000. The telephone office suffered a similar loss and the building was gutted. From reports which reached Shanghai it would seem most of the instruments in the exchange, the boards, rheostats and expensive electrical fittings were saved.

Foreigners from the Estate were soon attracted by the flames and hurried to the Gap, most of them remaining throughout the night, busily engaged in rescue work. They managed to help the stricken villagers to save some of their most precious goods. On Sunday morning the Kiukiang Road presented a forlorn appearance, the immediate portion being piled with the chattels of the unfortunates.

Telephonic and telegraphic communication with Kiukiang has been stopped entirely. That the fire may have been a blessing is conceded by some, for it is understood that the district will be rebuilt in a more modern way, with broad roads and sanitary facilities.

Chinese sources in Kuling place the loss at \$1,000,000, though this is discredited by some of the residents there. On the other hand a reliable insurance department in Shanghai has word that the losses amount to Tls. 1,000,000, of which little is covered by insurance. The exact number of lives lost, according to the Kuo Wen News Agency, which received a telegram on January 3rd, has not been ascertained.—N.O. Daily News.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SITUATION IN CHINA.

JAPAN FORESEES TROUBLE STILL IN PROSPECT.

WU, FENG, AND LI.

TOKYO, January 11th.

Owing to the probable developments of activities by Wu Pei Fu at Hankow, the spokesman of the Japanese Foreign Office states that he considers the prospects for the Extraterritoriality Conference dubious.

He thinks that Feng Yu-Hsiang will probably remain in Mongolia, watching the general developments in the China situation, before proceeding to Europe. It is understood that the Government fears further troubles are likely, as Li Ching Lin is reported to be collecting an army in Shantung and purposes to re-open fighting later.

THE TOKYO INCIDENT.

THE OPPOSITION MAY MAKE CAPITAL OUT OF AFFAIR.

FOREIGN OFFICE STATEMENT.

TOKYO, January 11th.

The Foreign Office spokesman states that the Japanese Government is much worried over the "Brazilian incident" as the Black Dragon Tanko and other reactionary societies are visiting the Foreign Office and demanding the recall of the Brazilian Ambassador, Señor Delima Silva, as his action is regarded as an insult to the Imperial House.

At the same time, the reactionaries emphasize that their demand does not signify antagonism to Brazil, for whom they have the greatest respect and friendliness.

The Government, however, is still anxious to prevent the affair becoming a diplomatic incident and is leaving the Police to settle the matter though it is feared that the Opposition parties may use the case for home political purposes against the government.

[The "Brazilian affair" refers to the following cable, received from Tokyo on Saturday: It is officially confirmed that this morning the Brazilian Ambassador attempted to cross a road along which the Prince Regent was about to pass on his way to the Palace after the annual troop review, but bystanders remonstrated with him, whereupon the Ambassador struck out. Two policemen who endeavoured to intervene were injured by the Brazilian diplomat. It is understood that the Foreign Office is investigating the matter.]

JAPANESE TEMPLE BURNED.

TOKYO, January 10th.

The famous Sengakuji Temple including forty-seven ronin's tombstones, was destroyed by a fire last night.

PEKING'S NEW CABINET.

PEKING, January 10th.

The Cabinet officials state that the Minister of the Interior, Mr. Yu Yao Jen, who has hitherto not assumed office, will take up the post on Monday.

The attitude of Mr. C. T. Wang with regard to taking over the Foreign Ministry is still uncertain.

PROPAGANDA IN CHINA.

BRITISH MERCHANTS SHOULD OPEN CAMPAIGN.

VIEW OF LONDON PAPER.

LONDON, January 10th.

The Daily Chronicle considers the chaos in China admits but limited opportunities to improve British relations there by dealing with a central government, such as by means of the present Tariff Commission, and thinks there is far more hope in the method pursued by the Soviet Government of direct propaganda among the Chinese people.

No British propaganda could descend to certain features of the Russian campaign, but if the British Government cannot afford it, then it would abundantly pay big British commercial interests in China to combine to do it themselves.

The paper asks why they do not, and points out the reduction of British exports to China; and says: "It is a bread and butter question for us."

HONGKONG CRICKET.

IS YOUTH DEGENERATING?

Dr. Medcalf was probably right when he said that young men think old men "old" and old men know young men to be "old" and though such language is not usually employed on the cricket field, the Club match on Saturday between those "under thirty" and those "over thirty" provided material for much earnest thought and board-mumbling. Tiffin was served in the pavilion before the match, and it was noticeable that before and during the meal the "over-thirties" stuck to their soured milk, or water, while some of the youngsters were not content with anything but bright-coloured liquors in their glasses. The match, as the papers have recorded, was won by the elders, and although the game was not very good and the scoring was low, the victory hardly represents the overwhelming superiority of the greybeards. Dick Hancock, who has spun the coin for the matter of a mere twenty-five years in the Colony, lost the toss, and the veterans took the field with a natural elation and buoyant high spirits. They received an ovation from various children and grandchildren who were present in large numbers. Contrary to expectation they did not wear top-hats.

Colonel Cantrell opened the bowling and bewildered both batsmen in his first over. The aged and venerable chaplain, who had tottered to the ground from the usual Saturday afternoon marriage, bowled an unplayable over; and after the first four overs it was plainly seen that youth had had its ding earlier on in the season. Wickets began to fall with some precision and regularity. The wicket-keeping of Tam Pearce was a thing at which to marvel; there were only four byes in the innings. Hancock in the slips reminded one of Tuppence. Hayward and Colonel Robertson were their usual splendid selves, and (even) Mitchell shone. Hussey, after making a lucky twelve, was succeeded by Stephenson, who was soon dismissed. The only batsmen worthy of the name were Halsey (31), Owen-Hughes (27) and Wauchop (22). Halsey's innings was excellent. He showed a marked insolence to the Church, and treated the bowling with confident disrespect. The fielding was almost flawless, and Cantrell's bowling a thing of pure art—a joy to behold. The young men retired with a lucky 109 to their credit—Cantrell claiming seven wickets for 48.

The batting of the Veterans was not above criticism, but in comparison it was masterly. The only mistake was that the players got themselves out. Humphreys was caught by "Woop" off a ball which was aimed to be placed in the harbour. Mitchell indulged in some of his characteristic flailing shots. Hancock opened well with a beautiful leg-side, but was soon bowled by a ball which came in a great deal—undoubtedly the captain had taken the wrong guard. It had been a treat to see Tam and Dick together, for the former was in his happiest mood, and toyed with the bowling when he was not flaying it. His late cuts through the slips were beautiful, his timing was faultless. The fielding hereabouts was perfectly painful, with the noted exception of Halsey—always splendid—and "Woop," who chased to the boundary with much speed. The ball was once thrown by an over-zealous batsman, who, in the excitement, twenty yards wide of the wicket-keeper. Colonel Robertson was out to a Naval Yard drive which failed to materialise. The winning hit was made by Tam, who shortly afterwards reached his fifty, and later succumbed to a good one from F.N.

Youth should be encouraged at all costs, but it is difficult to face the future bravely when one realises that the "Under Thirties" had seven Naval men playing. There is clearly something wrong with the juniors—and it is quite possible in any kind of game the elders would win and win handsomely. It may be that there is a tendency on the part of the young to take up too many games at once—baseball, hockey, tennis, football and cricket can all be played by one man, but not as a rule played well. The greybeards have done well in the past, they seem capable of great things at present; but are we training up worthy successors to them?

ERDAF.

THE ECLIPSE OF THE SUN.

VISIBLE AS A PARTIAL ECLIPSE IN HONGKONG.

Mr. T. F. Claxton, Director of the Royal Hongkong Observatory, informs us that the total eclipse of the sun which occurs on Thursday, January 14th, will be visible at Hongkong as a partial eclipse, beginning at 3 p.m. and ending at 4.58 p.m. The greatest phase occurs at 4.02 p.m. when a little less than one-third of the sun's disc will be eclipsed, so that no great diminution of light will be noticed.

The path of totality passes over South Sumatra, Borneo and Mindanao. Over Sumatra the totality on the central line will last for 3 minutes, over Borneo for 2 minutes, and over Mindanao for 2 minutes. An expedition sent by the Joint Permanent Eclipse Committee of the Royal and Astronomical Societies, sailed from Liverpool by the s.s. Antenor on November 27th for Sumatra. The work undertaken will be mainly spectroscopic, special attention being paid to the ultra-violet and infrared portions of the coronal light spectra. The Eastern "shift" will be re-investigated by parties from Potadam and Swardmore.

UNIVERSITY OF HONGKONG.

JUNIOR LOCAL EXAMINATION.

PASS LIST.

HONGKONG: BOYS.

No.	Name	School
3	Pedro Vicente Botelho	St. Joseph's College
5	Chan Ki Nin	(dist. in arithmetic and book-keeping), St. Joseph's College
6	Chan Shee Peng	St. Joseph's College
7	Chan Shee Wing	(dist. in arithmetic), St. Joseph's College
10	Chow Yee Cheung	St. Joseph's College
13	Roy Umberto Danenberg	St. Joseph's College
17	Hung Sing Kan	St. Joseph's College
18	Lau Po Kuen	St. Joseph's College
19	Leung Man Churk	St. Joseph's College
21	Li Pak Young	St. Joseph's College
22	Daniel Liu	(dist. in arithmetic), St. Joseph's College
23	Edgar George Mathias	(St. Joseph's College)
24	Henrique Antonio Noronha	St. Joseph's College
25	Henrique Jose Noronha	St. Joseph's College
27	Cecil Paley	St. Joseph's College
28	George William Pearson	St. Joseph's College
29	Augusto P. Pereira	St. Joseph's College
30	Cornelio Charlie Pereira	St. Joseph's College
32	Alberto Maria Rodrigues	(dist. in mathematics), St. Joseph's College
33	Edward Albert Roza	St. Joseph's College
34	Henrique Rozario	St. Joseph's College
39	Guilherme Francisco Victor	St. Joseph's College
42	Chan Eock Lynn	Queen's College
43	Chan Kin Kung	(dist. in book-keeping), Queen's College
45	Chan Yuen Cheung	(dist. in mathematics), Queen's College
47	Cheung Man Tin	(dist. in Chinese), Queen's College
48	Chu Kam Piu	Queen's College
50	Izhaak Haroon	Queen's College
51	Omair Hassan	(dist. in physics), Queen's College
52	Hu Pak Mi	(dist. in Chinese and physics), Queen's College
53	Leung Tung Chun	Queen's College
57	Lo Kurr Kan	Queen's College
58	Mak Pak Kin	(dist. in book-keeping), Queen's College
59	Ng Wai Man	Queen's College
63	Abdul Shakoor	Suffield, Queen's College
67	Tam Kam Lu	Queen's College
68	Tam Kam Shan	Queen's College
69	Wong Pui Kai	Queen's College
70	Wong Shiu Chuen	Queen's College
72	Samuel Alvin Chenailoy	Diocesan Boys' School
74	Cheung Kung Leung	(dist. in physics), Diocesan Boys' School
75	Arthur Basil Clarke	Diocesan Boys' School
76	Albert Cross	Diocesan Boys' School
78	Aubrey Edward Dawson	(dist. in music), Diocesan Boys' School
79	Lawrence Richard Dixon	Diocesan Boys' School
80	Eric Leslie George Goddard	(dist. in English, mathematics, and mechanics), Diocesan Boys' School
81	Alexander Claude Graves	(dist. in English), Diocesan Boys' School
83	Ho Kwan Hung	(dist. in Chinese and mechanics), Diocesan Boys' School
84	Walter Alexander Hunt	Diocesan Boys' School
85	Lau Ting	Diocesan Boys' School
86	Harry Lee	Diocesan Boys' School
87	Harold Clarence Leong	Diocesan Boys' School
88	Norman Alexander Edward Mackay	Diocesan Boys' School
90	Stephen Arnold Reed	Diocesan Boys' School
92	Wong Kam Piu	(dist. in arithmetic and book-keeping), Diocesan Boys' School
93	Wong Kwong Yan	(dist. in mechanics), Diocesan Boys' School
95	Wu Yan Tak	(dist. in physics, chemistry and mathematics), Diocesan Boys' School
96	Frederick Zimmermann	(dist. in arithmetic and mechanics), Diocesan Boys' School
102	Chang Sek Chiu	(dist. in physics and mechanics), St. Stephen's College
104	Kong Chi Wing	St. Stephen's College
109	Leung Ka Cham	(dist. in mechanics), St. Stephen's College
112	Tan Tong Liet	St. Stephen's College
119	Albert Chan Kam Moon	Wah Yan School
120	Henry Chan Kam Hung	Wah Yan School
121	Chau Chiu Kin	Wah Yan School
122	Chau Chiu Kong	Wah Yan School
123	Cheung Hin Bo	Wah Yan School
125	Hing Shun Yick	(dist. in mathematics), Wah Yan School
126	Kwan Man Wai	Wah Yan School
130	Sung Shueung Hi	Wah Yan School
133	Wong Tso Fun	(dist. in arithmetic), Wah Yan School
134	Wong Yai Lim	Wah Yan School
135	Woon Ten Pook	(dist. in English), Wah Yan School
136	Chan Fan Chong	St. Paul's College
138	Chan Ling Chi	St. Paul's College
143	William Lai Fook	(dist. in arithmetic), St. Paul's College
145	Albert Lau	St. Paul's College
148	Sung Man Chan	St. Paul's College
153	Chan Hing Sun	Educational Institute
155	Cheung Ting Kwong	Educational Institute
158	Fang Chuk Wan	Educational Institute
161	Wong Yim U	(dist. in arithmetic), Educational Institute
162	Young Kui	Educational Institute
165	Chan Yok Man	(dist. in book-keeping), Tutorial Institute
170	Wan Sik Chuen	Tutorial Institute
174	George W. Arnold	Central British School
175	Leonard Arthur Easterbrook	(dist. in English), Central British School
177	John Laing	Central British School

181. Wang Wa Kwan, Sacred Heart School.

188. Ma Fan Fei, To Man Wai School.

193. Kwik Siang Leng (dist. in arithmetic), Private Study.

211. Yu Pak Chuen, Private Study.

212. Lo Ka Fan (dist. in Chinese), Queen's College.

213. Tso Nai Shung, Queen's College.

230. John Ariel Fox, Diocesan Boys' School.

302. Law Jor Tsun (dist. in Chinese), St. Stephen's College.

HONGKONG: GIRLS.

No. 210. Olga Azedo, Italian Convent.

217. Tullie Barretto (dist. in Biblical knowledge), Italian Convent.

218. Cissy Botelho, Italian Convent.

219. Henriette Demee, Italian Convent.

220. Molly Franco (dist. in needlework), Italian Convent.

221. Carolina Maher (dist. in Biblical knowledge), Italian Convent.

224. E. Santos (dist. in needlework), Italian Convent.

225. Alice Suffard, Italian Convent.

226. Lily Williams (dist. in Biblical knowledge), Italian Convent.

227. Wong Po Chue, Italian Convent.

228. Benedetta Xavier, Italian Convent.

229. Carmen Xavier, Italian Convent.

231. Chan King Sim, Belilios Public School.

232. Cheung Wai Foon, Belilios Public School.

236. Law Yik Chan, Belilios Public School.

237. Lo Hing Hing, Belilios Public School.

238. Ngo Sui Hing (dist. in needlework), Belilios Public School.

239. Tang Yuk Hing (dist. in needlework), Belilios Public School.

240. Wong Sau Yung, Belilios Public School.

242. Thelma D'Assumpcao, French Convent.

247. Marcelle Gain, French Convent.

251. Margaret Hudson, French Convent.

255. May O'Hay (dist. in Biblical knowledge), French Convent.

256. Yvonne Phalarasu (dist. in history, Biblical knowledge and needlework), French Convent.

257. Lina Silva-Netto (dist. in needlework), French Convent.

259. Lily Shearer, French Convent.

259. Audrey Steel, French Convent.

262. Maria F. Remedios, St. Mary's School.

264. Carolina Ribeiro, St. Mary's School.

265. Olga Ribeiro (dist. in music), St. Mary's School.

266. Teresa Sanchez (dist. in needlework), St. Mary's School.

268. Choy Wai Hann (dist. in music), St. Stephen's Girls' College.

269. Fok Sut Ngo (dist. in needlework), St. Stephen's Girls' College.

270. Ada Leung (dist. in needlework), St. Stephen's Girls' College.

271. Li Luk Wa (dist. in needlework), St. Stephen's Girls' College.

272. Hannah Sarah (dist. in needlework), St. Stephen's Girls' College.

273. Tong Woon Tsing (dist. in needlework), St. Stephen's Girls' College.

276. Flora Wan, St. Stephen's Girls' College.

278. Patricia Carmen Hynes, Central British School.

279. Gladys Mary MacNider, Central British School.

280. Irene Rachel Raymond, Central British School.

284. Mercedes C. Alves, Diocesan Girls' School.

285. Ofelia Barretto (dist. in English and needlework), Diocesan Girls' School.

286. Eva D. Coysh (dist. in needlework), Diocesan Girls' School.

287. Alda M. Figueiredo (dist. in needlework), Diocesan Girls' School.

288. Maria C. G. Gomes, Diocesan Girls' School.

290. Margaret E. Grose (dist. in English), Diocesan Girls' School.

290. Rosie Ponsonby (dist. in English), Diocesan Girls' School.

291. Thalia M. Pratt (dist. in needlework), Diocesan Girls' School.

292. Violet A. Shea, Diocesan Girls' School.

293. Dorothy Wynn Williams, Diocesan Girls' School.

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**SAFEGUARDING OF INDUSTRIES.
DEBATE IN THE COMMONS.
SECOND READING PASSED.**

The new Safeguarding duties, which came before the House of Commons on December 9th in the formal shape of a Bill, had a very rude reception, says *The Times* Parliamentary representative. Once again the President of the Board of Trade confined himself to a purely perfunctory introduction of an extremely controversial measure on the ground that there were days of antecedent talk to remember. The flaw in this plea was that most of those days had been bitterly critical; and though it was doubtless a fearsome thing to embark on a refutation of the free trade doctrine, the attempt would have been worth while in a new House which knows not Joseph.

As it was Mr. Snowden was given free rein for nearly an hour's unchallenged criticism, which contained little that was new, but much that remained unanswered. He wanted to know how many industries must be safeguarded before the Prime Minister's non-protection pledge was affected. He pointed out that the Government figures of employment in protected trades gave no guarantee of improvement in employment in trades to be protected. Upon this, the really crucial point, he advanced his counter-proposal, reorganization of British industry, and moved a mandatory amendment to that effect.

Lord Hugh Cecil, listened to with delight by a crowded House, took as his text Mr. Snowden's dictum that imports were not bad for employment over the whole field of industry. His objection to the Bill was both practical and political. A concise lecture on economics reduced the valid protectionist arguments to one, that the duties would lead to an increase in production. He was particularly fierce against the theory that there was any advantage in restriction; for the whole object of foreign trade was to exchange goods which we could produce cheaply for goods which foreigners could produce cheaply. The only possible justification for safeguarding was, therefore, in cases where imports were of a scale and character to cause a temporary dislocation in our production.

Captain Loder did not find the same line as easy for himself as for a university member, though he obviously hankered after it. But he comforted himself with the belief that safeguarding was not protection, inasmuch as it still left the onus of proof on the person who wanted the duty.
After these vacillatory distinctions, it was easy for a practised debater like Mr. Lunderman to be effective. He did not deny that a duty, if restricted to one trade, would increase employment in that trade, though a rise in prices must mean lower consumption and less production. But by brandishing customs forms and giving detailed instances of port congestion, he was able to state that other trades would suffer far more, and that country as a whole lose by the imposition of duties. So far it was a distinctly bad day for the Bill.

MR. CHURCHILL'S REPLY.
The day was somewhat restored by a number of plucky speeches from Conservative back benches, notably Sir Henry Graft, Sir Frank Meyer, and Mr. Herbert Williams, who dealt with a succession of single points, such as that the consumer does not always pay, and that our manufacturing industries are bound to benefit from tariffs, with some cumulative effect. Opposition back benches replied with their ideas, ranging from Mr. R. Morrison, whose fiscal and political gospel was Socialism, to orthodox Captain Benn. The result was a very merry debate. As it drew to a close the latter and Mr. A. Alexander produced some tasty quotations from Mr. Churchill's Liberal days. He had, therefore, a somewhat delicate task in replying, but was equal to it. He took full responsibility for the duties; refused to be drawn on the broad fiscal issue, and devoted himself to the charge that the Government were breaking a pledge. The history of safeguarding began in 1916, when its principles were approved at an election. This was reaffirmed at the last election as being safeguarding without a general tariff, and Imperial preference without duties on food. Discriminating duties were made impossible by the Commercial Treaty with Germany. The general duties which followed were anomalous in the case of certain countries, but the only alternative was to drop the whole policy. A large number of general duties would constitute a general tariff and the pledge would be affected. That was why every general duty was being separately subjected to the full course of Parliamentary financial procedure, a policy which gave the critics a better chance. The formal enquiries safeguarded safeguarding from becoming anything more than special treatment of exceptional cases. In spite of this, the Opposition complained and threatened to obstruct, which could only mean a possible shortening of the procedure in future.
The general impression left by the speech was that the Government had a clear policy, consistent with its pledge, and it was certainly successful in reducing the actual proposals to their proper proportions. The amendment was rejected by 208 votes to 142 and the second reading carried.

**LETTER INCUBUS.
DIFFICULTY OF FINDING SOMETHING TO SAY.**

Mr. Ralph Bretherton will find plenty to empathise with what he says in the *Daily Mail* on the subject of letter writing. He observes:—

You, perhaps, can dash off a note. I have known people say, "I'll write to him," sit down then and there, write, and in a couple of minutes seal up the envelope. In a trice they have done what might have had me fuming and fretting and toiling for an hour.

The little note is, indeed, something quite beyond me. Perhaps it is because I write very small; I cannot write just a line. That looks altogether too niggardly in my hand, and I have to add something to fill up a little more of the desert white of the page. That something is often hard to find. Really, I have no more to say than that I shall be there at the appointed time; but I can't leave it at that, as folk can whose bold hand will spread out in saying it down towards the bottom of the sheet. I must put in something else, some friendly or humorous observation that has to be dragged from goodness knows where, and I am a worn and weary man before I have need to look for a stamp.

Business, of course, does demand letters; there is no escaping them altogether. But I have no joy or faith in the few business letters that I do write. Frankly, I loathe and distrust them, and want them back the moment they have gone.

ADVANTAGE OF DICTATION.
I don't dictate, as the majority of men do. Dictation helps, no doubt, giving you time to write more letters. But it makes some writers very long-winded. I know a merchant who follows up his quotations for a cargo of wheat with long literary essays on all sorts of subjects. He hardly leaves room for his signature at the foot of the second of two closely typed sheets. Correspondence is with him the spice of business; he exchanges views and opinions with other business men all over the country. But if he wrote by hand, would he write so much?

The correspondence great men leave behind them, the letters that are read in law suits, the gossip notes I get from friends—all this convinces me that I write fewer letters than others do, and don't write them half so well. Published letters always amaze me. How did the writer find the time for them! And they read as if he had full ease of them as he wrote.
I envy that ease. To me a letter is a task hard to begin and harder still to finish. I haven't the knack of it at all. "Just write so-and-so" folk say cheerily: "it won't take a minute." If only that were true! It may take until midnight.

**CAN A DOG REASON?
WONDERFUL STORY OF CANINE INTELLIGENCE.**

There are some truly wonderful stories told of dogs in an article on the 430-mile All-Alaska Sweepstakes, in the October *Pearson's Magazine*.
Scotty Allan, who has done this gruelling three days-and-nights' race on many occasions, tells how Dubby, the famous loose leader—that is, a dog who pilots a team without being actually hitched to it—once saved his life.
I was crossing Hianna Lake one winter, relates Allan. The ice had cracked all over. Some of the openings were four and six feet wide. These had frozen again, but the new ice was thin in many places. I went ahead of the team testing the ice with a pole; but finally I must have grown careless for I suddenly broke through and went down in the water over my head. I bobbed right up again because the ice was six feet thick on each side of the crack. Otherwise I would have gone right under it for ever. I could just get my arms on the edge of the crack and draw myself up to the waist, but not an inch farther.
I called to Dubby, trying to get him to come close enough so that I could catch hold of him. The little fellow was hitched on this occasion, and though he did his best to reach me there was a black devil of a dog next to the sled who was afraid. He'd move with the team just so far, then held pull back, which action started the others backing also, and Dub, of course, couldn't pull the whole team by himself.
I saw he couldn't reach me, so I worked away until I got my knife out of my pocket. I began to draw myself up and slash the ice, hoping to make a crease deep enough to afford a hand-hold. It was only a short time before the frozen steel blade snapped off like a dry twig.
It was then I saw that Dubby was starting the team. He'd evidently given up trying to come straight for my hole and had veered off at an angle. The dogs followed him. He crossed the crack at a safe place below me, circled around behind me, keeping as close to the hole as the dogs would let him, and then it dawned on me what he was trying to do. I geed him so that the light sled swung close in towards me. I make a desperate grab for it—and missed it by a few inches! But the second time the wonderful little fellow circled under my direction and I succeeded in grasping a runner as the sled went by. You can't tell me that a dog can't reason. I'd have been in that lake yet if Dubby hadn't known just how close he could bring his team without their balking on him. He was the greatest little general I ever had.

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**£1,581,905.
THE WEMBLEY DEFICIT.
CONTROL CRITICISED.**

ALLEGATION OF WASTE AND EXTRAVAGANCE.
The auditors who are investigating the Wembley finances have issued a statement, showing that the capital expenditure totalled £2,739,594, that the revenue was £2,814,935, and the other expenditure £1,657,246, leaving a minimum loss of £1,581,905.

It is revealed that the Stadium cost £507,183, accommodation for catering £457,338, the Palace of Engineering £454,419, the Palace of Industry £333,334, roads, bridges and drainage £388,278, and gardens and lakes £108,640. Space rents yielded £723,970, admissions £267,950, and concessions £201,854.
The Government's share of the guarantee, which has been called up, totals £1,100,000, that of Sir Robert McAlpine and Sons (public works contractors), £119,500; Lloyd's (underwriters), £75,000; and the banks £37,500.
The guarantors, who have been asked to pay the interim call of 15s. in the £ "at your early convenience," have been informed that the 5 per cent. interest charge will operate after December 31st.
The auditors point out that if the assets produce less than is expected, or if certain claims against the Exhibition authorities are successful, the loss will be increased.
The guarantors are bitterly disappointed at the Exhibition loss, and are likely to urge an enquiry into the whole of the financial administration.
Mr. A. W. Gamage (chairman of Gamage, Ltd., and of Benefield and Co., Ltd.), said "I am extremely disappointed. The guarantors all hoped that if they did not escape liability altogether, they would not be liable for more than 5s. in the £. I believe that if the Exhibition had been managed differently the losses would have been lighter. However, I don't grudge paying. From the patriotic viewpoint; and if Wembley had not been continued in 1925 we would have been forced to pay 20s. in the £."

BUSINESS MEN NEEDED.
Mr. Gamage added that the conduct of the Exhibition had been wasteful and extravagant. There would have been another story told if business men had been in control, but too many soft jobs were given to inexperienced youngsters.

NEW COLOUR FILM.
Shown to a private audience last month at the London Pavilion, Mr. Claud Frisoe-Greene's new colour film, "The Open Road," received a hearty reception. It is the record of an interesting tour of the west of England, through Scotland, and back through the Midlands, and the views range from those of fishing-boats and holiday-makers on the south coast and the beauties of Exmoor to the smelting furnaces and potteries of the Midlands.
The colour is much clearer and more opaque than has been seen before. "The Open Road" will appear in the kinemas in serial form.

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AND CHRONICLE
1926.**

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BRITAIN IN THE PACIFIC. GLORIOUS FUTURE IF WE ARE WISE.

[BY THE REV. ALEXANDER STUART.]

It was a notable day in 1572 when Sir Francis Drake, from a tree on a hill on the Isthmus of Darien, caught his first glimpse of the vast, unexplored, mysterious Pacific Ocean. His spirit was stirred within him as he gazed out upon that unknown waste of waters the greatest of all the oceans, and, baring his head, he "besought Almighty God of His goodness to grant him leave and life to sail once in an English ship on that sea." Six years later a little barque, with Drake on board, emerging from the Strait of Magellan, entered upon that mighty expanse, the first English ship to plough its waters, and the prayer of the great sailor was answered: he sailed "in an English ship on that sea." And he not only sailed on that sea, for he there explored the shores of California, claiming possession of it, as New Albion, for Queen Elizabeth; he crossed the whole breadth of the great ocean, and, concluding his voyage in Eastern waters, circum-navigated the globe, entering Plymouth Sound on September 26th, 1580.

Two centuries later it was another renowned English mariner, Captain James Cook, who first fully revealed the Pacific to the world, having sailed all over it in almost every part, as no navigator had ever done before. About 30 years or so later, again, it is worthy of mention here, a famous Scottish explorer, Sir Alexander Mackenzie, of the Hudson Bay Company, was the first white man to reach the Pacific overland, in wide North America, sighting its waters at Bella Coola.

MOVEMENT OF THE EMPIRE'S HEART.

In the light of Drake's prayer it seems strange in this present year, 1925, to hear Mr. Bruce, Prime Minister of a great Southern Continent, of which the redoubtable Devon sailor had never heard, saying in regard to the Dominions of Elizabeth's Royal successor, "The heart of the Empire has been moved to the Pacific." Yet it is even so, in a very important sense, as statesmen and strategists are beginning to know.

On the shores of the Pacific, upon which no English ship had sailed in 1572, there has grown up, under Divine Providence, within the last 150 years, an Empire, inhabited by British people of truly colossal extent. The combined area of the British white countries alone there are 1,500,000 square miles; that is, as large as all Europe, including the former Russia, and Scandinavia, or nearly twice the size of all the North American territories lost to the Empire in 1776, with two and a half times their population. The people of the Empire's Pacific white States already number nearly 8,000,000, or going on for twice the estimated population of Queen Elizabeth's English kingdom.

WONDROUS RESOURCES.

It is almost startling to realize the full significance of this British Empire on the shores of the Pacific, its vast extent, its fine climates, its inexhaustible natural resources, its marvellous possibilities; these magnificent white States are far more vast and are more populous than those touching the Atlantic shores under the British flag; if we exclude the United Kingdom, and are about five times the size of the American Pacific States of California, Oregon, and Washington combined, with a larger population. It is a striking fact that the British flag flies over more of that enormous coast line of the world's greatest ocean than that of any other Power.

Looking at these new lands we have need to "think Imperially," and to exercise the imagination in considering their figures, for some are potential empires in themselves. A good way to realize their vastness is to make comparisons with other countries and States. There are six of them, extending within a distance, from north to south, of about 7,000 miles.

In the north there is the great Canadian province of British Columbia. Its area is, in round numbers, 350,000 square miles; that is, it is larger than France and Italy combined, or equal to three and a half States of Oregon.

Moving south, and crossing the ocean, we come to the huge Australian States of Queensland. It covers 670,000 square miles, and would make four Germanys, or it is as large as all the 15 American States on the Atlantic shore put together, with Alabama, Mississippi, and Louisiana thrown in.

Next is New South Wales, with 310,000 square miles, an area about equal to that of Spain and Italy together, or Texas joined with South Carolina. Then Victoria, 87,000 square miles in extent; a Great Britain or two Virginias.

Across Bass Strait we reach Tasmania, 30,000 square miles; that is Holland and Belgium combined, or New Hampshire, Massachusetts, Rhode Island, and Connecticut together.

Lastly, out in mid-ocean, the Dominion of New Zealand, with its 104,000 square miles, larger than Great Britain or two States of New York.

MOST BRITISH STATES.

This is an astounding list of splendid new countries, and they are among the most beautiful, healthy, civilized, and prosperous in the world, while their scenic glories are almost unsurpassed. They have, moreover, the last great fertile empty spaces of the earth open for European emigration, with the exception of other parts of Canada and Australia. At the present time they are the most British States of the world outside the United Kingdom, and certainly the race has not deteriorated in them.

As for cities, their chief ones are among the world's finest and largest, Sydney and Melbourne each having about 1,000,000 population, while Adelaide, Brisbane, Viscount, and Auckland boast their hundreds of thousands. These cities are also among the world's great seaports. But on every part of these Pacific shores, from Prince Rupert to Hobart and Invercargill, new ports are constantly springing up.

How the heart of Drake would rejoice could he see the position of the "English ship on that sea" to-day! The British flag is in evidence in every part of it, and is predominant, while the British sea-borne commerce there is one of the greatest in the world. It is an interesting fact, moreover, that the largest, finest, and fastest liners that voyage on the Pacific are those of the Canadian Pacific Railway, hailing from Vancouver. The greatest part of the submarine cables is also British.

This vast British Pacific Empire already plays a considerable part in the world's affairs. It supplies enormous quantities of wool, wheat, mutton, butter, cheese, fruit, timber, gold, coal, and fish to other countries, and it has about 35,000 miles of railways. In the Great War it contributed more than 600,000 men to the King's armies, and we all know what splendid soldiers the British Columbians and New Zealanders were, and what a distinguished part the Australian troops took in the conquest of Palestine.

ALL WITHOUT WAR.

In addition to these white States of our Pacific Empire, there are also other important territories, great and small. The British half of New Guinea has 150,000 square miles, an area larger than Bengal and Assam combined, or equal to the richest of the world's undeveloped tropical countries. Near by it are the large and fertile islands of New Britain and New Ireland, and also the Solomon Islands.

Still within the Pacific sphere, we have North Borneo, 80,000 square miles, that is, two Portugals, or a large Missouri, and Malaya, 50,000 square miles, as large as Greece or the State of Arkansas. These also are among the richest tropical countries of the world.

Again, in Hongkong, the Empire possesses the greatest of all the Pacific ports, the chief emporium of the Eastern seas, whose importance, both commercially and strategically, can scarcely be too highly estimated.

Lastly, there is the wonderful island world under the flag in mid-Pacific, countless "summer islands of Eden," Fiji, Samoa, Tonga, and all the rest.

Truly this British Pacific Empire is a wonderful thing. And it has almost all been acquired without war. Apart from New Zealand, it has never had a battle fought on its soil, with the exception of the strike affair of the Eureka Stockade. It is an Empire of peace and freedom, as is always the case where the British flag flies.

Its future, as the home of tens of millions of white people and of millions of the dark races, with its marvellous resources more developed, dazzles the imagination. We shall do well to take a lively interest in it, and be proud of it. The eyes of the world are on the Pacific now, as the coming great sphere of commercial and political activity, and our Empire occupies a splendid position there already. We should see that that position is maintained and improved. And this can mainly be done by directing a large part of our surplus population to the Pacific shores. Australia especially should see to this, for it is indeed a vital matter for her.

If we are wise, there is a glorious future for our race and Empire in the vast Pacific world.—*Western Morning News.*

POLISH POISONING MYSTERY. ROMANCE OF £3,000,000 FORTUNE.

A remarkable mystery is connected with the fortune of £3,000,000 left by an Australian to a relation in Poland reported by the correspondent of the *Berliner Tageblatt* at Lodz. Some time ago a man named Reich, living in the suburbs of the Polish Manchester, received a letter from Sydney advising him that he had inherited the sum named. The writer of the letter, a solicitor named Rain, stated that he was the executor of the will. Some correspondence passed between Lodz and Sydney on the subject, and was closed by a telegram from Rain stating that he had arranged all formalities and was leaving at once for Europe to hand over the title to the property. Last month the heir received from Warsaw another telegram, in which Rain stated that he would meet him at Lodz two days later.

On the day appointed Reich went into the town and returned home about midnight. He appears to have said nothing to his wife about meeting with Rain, but on the two following days he also went into Lodz and came home very late. On his last return he was taken suddenly ill, complained of violent pains, and died about midnight. The doctor who was called in stated that he had died of apoplexy, but an autopsy revealed that he had been poisoned. Enquiries in Warsaw showed that no lawyer from Australia had been at the hotel at which the second telegram stated that Rain was staying. As the only possible explanation of the mystery, the suggestion is put forward that Reich may have been murdered on behalf of persons in Australia who would benefit from the estate in the event of his death.

THE CHANGING NAVY.

BETTER CONDITIONS ON THE LOWER DECK.

EX-SAILORS AS SETTLERS.

[BY A CORRESPONDENT IN "THE OBSERVER."]

How conditions have changed on the lower deck of the Navy was strikingly illustrated at Plymouth when nearly two hundred men of all ratings, from able seaman to chief petty officer, drawn from all ships in the port, met for their annual reunion dinner. They entertained as their guests Captain Walter Elliott, Under Secretary for Health for Scotland, and Lord and Lady Astor.

As Captain Sir Lionel Wells, a retired naval officer, who was also a guest, said, such a gathering would have been impossible in his early days in the Navy. In those times men went to sea in small ships, and their food and comfort were of small consideration. An officer was smart if he was just a little bit of a bully. The sea-time of the men meant so many dead years as far as their life's history was concerned. Silently and steadily, however, there had been growing in the Navy a spirit of comradeship between officer and man, and to-day the Service was better taught, better clothed, and happier than it ever was.

Lady Astor had something to say of the startling change which has come over the Navy, but, as she truly observed, even to-day some people still rested under the impression that sailors were of the old buccannering type who got roaring drunk when they went ashore, and had wives in every port. "As a matter of fact," said Lady Astor, "we don't give them much encouragement to keep a wife even in one port."

FINEST MEN ON EARTH.

Captain Elliott paid an eloquent tribute to the men of the Service. The lower deck, he said, had the honour of England in their hands when they went overseas. Abroad each of them was an ambassador of his country, and the standard they had set was a testimony to their reverence for the traditions of Great Britain. Anybody who had been overseas knew that foreigners regarded the men of the Royal Navy as the finest men on earth.

One of the most thought-provoking suggestions of the evening came from Able Seaman Alfred Gabb, who posed the toast of the Houses of Parliament. He spoke of the problem of finding employment, which every man leaving the Navy after many years' service was forced to tackle. At such an age, usually about forty, a man did not take kindly to the thought of migration, although from the Dominions' point of view, he said, groups of such men would be a valuable asset. It should be remembered that after many years of service about such men had a natural desire to settle in their own country.

The desire of the sailor for a garden is proverbial," said Seaman Gabb, "so why not formulate some scheme for settling groups of ex-sailors on the land in this country in the same way as groups of migrants are settled in the Colonies? Such a scheme," he said, "would add to the productivity of our countryside, and would keep from a demoralising idleness men whose loyalty, no less than their adaptability, had been tried and not found wanting."

Lord Astor, in a passing reference to the House of Lords, said the hereditary principle itself was almost as out of date as wooden ships and frigates. The Navy had periodically renewed itself and the House of Lords should do likewise.

£100 MOTOR-CARS.

BRITISH MAKES FOR OVERSEAS.

That there is a potential market in Britain alone for between six and seven million motor vehicles was the opinion expressed by Sir Alan Burgoyne, M.P., in a paper read recently before the Royal Society of Arts. Sir Alan said the exports of British-made cars and cycles and commercial vehicles for the first ten months of the year showed an increase of £2,584,450 over the similar period of 1924. With all their virtues, however, they did not and could not stand up to the rough and tumble work in the Dominions and Colonies, and this fact, coupled with their high relative cost, left the large square-engined American car in almost undisputed possession of markets that should be ours. For export overseas British cars must be developed upon American lines and sold at competitive American prices.

Sir Alan held out hopes for even cheaper cars in the future, and said he knew of two firms with designs ready for a small four-cylinder car to sell in the region of £100. Envisaging the car of the future, he said he thought interior heating and cooling and unsplitterable glass would become standard. He put forward a number of suggestions for dealing with the vast increase of traffic. One proposal was that in large cities all horse traffic should be confined to certain streets between, say, the hours of ten a.m. and five p.m.

For a Clear Healthy Skin use Zam-Buk

THE simplest and quickest way to rid the skin of rashes, eczema, itch and all soreness and eruption is to apply Zam-Buk two or three times a day.

Pain, itching and inflammation is quickly subdued, and impurity is thoroughly drawn out of the skin by the Zam-Buk treatment. Proper perseverance with Zam-Buk is found to bring the most troublesome and unhealthy skin back to perfectly clear and healthy condition.

Being a pure herbal medicine and free from all trace of animal fat, and crude mineral drugs, Zam-Buk is readily absorbed by the tiny skin pores. That is why it goes deep into the underlying tissues

where all the worst skin diseases have their roots. For eczema, Dithies' Itch, prickly heat, impetigo, ringworm, poisoned wounds and sores, leg ulcers and piles, Zam-Buk is the unrivalled cure. Also for perfect healing of cuts, scratches, burns, scalds, insect bites, sore feet, etc., keep Zam-Buk always handy.

FREE FROM ANIMAL FAT.

Dispensaries everywhere sell Zam-Buk. Agents—Falkland & Co. (China), Ltd., Singapore, Hong Kong, Shanghai, Canton.



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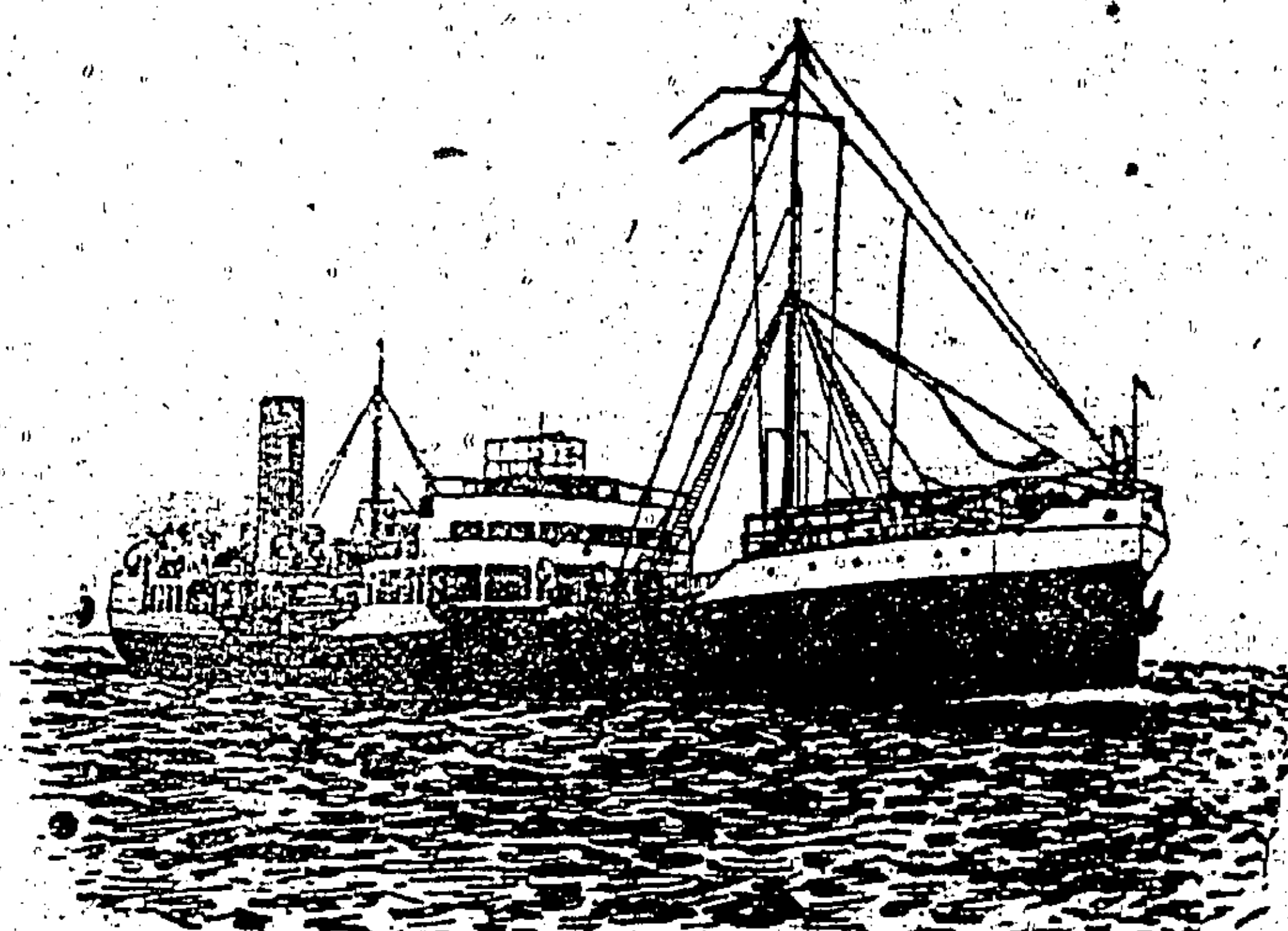
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427' 0" x 63' 1" x 31' 0" 8,400 tons d.w. x 1100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager,
R. M. DYER B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG

SHIP BUILDING ACTIVITY.

LARGE VESSELS AT SUNDERLAND.

Seven big cargo liners have been ordered from Sunderland shipbuilders. The orders for six of the vessels are from the new company, the Silver Line Ltd. Three of the orders have gone to Messrs. J. L. Thompson and Sons Ltd. and three to Messrs. Sir James Laing and Sons Ltd. The vessels are to be of large size, each having a deadweight carrying capacity of 9,000 tons and a speed of 13 knots. The engines will be supplied by Messrs. W. Duxford and Sons Ltd., of Sunderland, and will be of the opposed piston type of oil engines, in which that firm specialises. Another firm, the Sunderland Forge and Engineering Co., Ltd., is to supply the extensive auxiliary equipment. The order is one of the biggest that has ever come to Sunderland, and will necessitate a capital of over £1,000,000. It will provide work for about 3,000 men for a period of eighteen months. The ships will be employed on a line from New York to the Far East, on which the six existing ships of the Silver Line are already engaged. The securing of the orders has given much satisfaction on Wearside, where owing to depression nearly all the yards are idle. Sir James Laing, of Sunderland, is the chairman of the Silver Line and also of the two shipbuilding companies which have got the order.

Messrs. Pickersgill, shipbuilders, of Sunderland, have received a repeat order from Messrs. Cairne Noble, shipowners, of Newcastle-on-Tyne, for a cargo liner of 7,782 tons, deadweight carrying capacity, similar to the vessel which Messrs. Pickersgill are already building for the same firm. She will be engaged by Messrs. Parsons, of Wallsend.

Fighting in Manchuria is held up for lack of funds. There is some talk of holding a Mah-Jongg drive for the purpose of raising the money.—*Punch.*

TOP NOTCH

"King George IV" WHISKY

The "Top Notch" of Scotch
is reached in
"King George IV."

Sole Agents:
GANDE, PRICE & Co., Ltd., HONG KONG

The Federal Reserve Bank of New York has advanced its discount rate to four per cent.

When a few more new War Lords appear in China it is expected that the civil war there will be run off a League basis, with home and away engagements, and points for each win or draw.—*Punch.*

THE NEW FRANCE REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel. Sold by all Chemists and Druggists. Price 1/6 per box. 1/3 for 2 boxes. 2/6 for 3 boxes. 4/6 for 6 boxes. 8/6 for 12 boxes. 12/6 for 24 boxes. 24/6 for 48 boxes. 48/6 for 96 boxes. 96/6 for 192 boxes. 192/6 for 384 boxes. 384/6 for 768 boxes. 768/6 for 1536 boxes. 1536/6 for 3072 boxes. 3072/6 for 6144 boxes. 6144/6 for 12288 boxes. 12288/6 for 24576 boxes. 24576/6 for 49152 boxes. 49152/6 for 98304 boxes. 98304/6 for 196608 boxes. 196608/6 for 393216 boxes. 393216/6 for 786432 boxes. 786432/6 for 1572864 boxes. 1572864/6 for 3145728 boxes. 3145728/6 for 6291456 boxes. 6291456/6 for 12582912 boxes. 12582912/6 for 25165824 boxes. 25165824/6 for 50331648 boxes. 50331648/6 for 100663296 boxes. 100663296/6 for 201326592 boxes. 201326592/6 for 402653184 boxes. 402653184/6 for 805306368 boxes. 805306368/6 for 1610612736 boxes. 1610612736/6 for 3221225472 boxes. 3221225472/6 for 6442450944 boxes. 6442450944/6 for 12884901888 boxes. 12884901888/6 for 25769803776 boxes. 25769803776/6 for 51539607552 boxes. 51539607552/6 for 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SHIPPING NEWS

ARRIVALS.

January 10th.
Hainan, Portuguese str., 484 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at buoy No. 40.—Kwang O. S.S. Co.
Saraitan, British str., 4,945 tons, Capt. A. J. Rainey, from Amoy, with a general cargo, lying at buoy No. 46.—H. M. H. Nemazee.
Silvanus, Dutch str., 3,375 tons, Capt. J. P. M. Visser, from Balikpapan and Manila, with a general cargo, lying at A.P.C. Wharf.—Asiatic Petroleum Co.
 January 11th.
Randong Maru, Japanese 2,450 tons, Capt. K. Yasui, from Sourabaya and Balikpapan, with a general cargo, lying at buoy No. 43.—Nanyo Yusen Kaisha.
Chikang, British str., 1,313 tons, Capt. J. Tison, from Shanghai, with a general cargo, lying at buoy No. 412.—B. & S.
Huichun, British str., 1,222 tons, Capt. J. S. de Wolf, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. 434.—B. & S.
Katsu Maru, Japanese str., 917 tons, Capt. S. Sato, from Takao, Formosa, via Amoy and Swatow, with 317 tons of cement and sundries, lying at O.S.K. Wharf.—O.S.K.
Tjisalak, Dutch str., 3,615 tons, Capt. D. Pals, from Sourabaya and Batavia, with general cargo and sugar, lying at buoy No. 41.—J.C.J.L.
Futshing, British str., 1,424 tons, Capt. A. J. N. Wood, from Shanghai, with 500 tons of general cargo, lying at West Point Wharf.—J. M. & Co.

CLEARANCES.

January 11th.
Anhui, for Amoy.
Batavia, for Kwang Chow Wan.
Chikang, for Hongkong.
Saraitan, for Singapore.
Silvanus, for Balikpapan.
Stechura, for Amoy.
Tsunan, for Kwang Chow Wan.
Tsunan Maru, for Singapore.

HONGKONG SHIPPING.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 70, of which 36 were British.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday numbered five, viz.—one British, one Portuguese, one Dutch and two Japanese. The departures for the same period numbered eight, including two vessels for coast ports and two clearances for the same period.

CARGO ENTERED.

(During 24 hours ended at 9 a.m. yesterday).
 For Hongkong 6,902 tons.
 For ports beyond 5,397 ..
 Total 12,299 ..
 (During previous hours ended at 9 a.m. on Sunday).
 For Hongkong 4,554 tons.
 For ports beyond 28,646 ..
 Total 33,200 ..

Of the cargo entered for Hongkong, only 300 tons brought by a British vessel. The best entry was by a Dutch vessel, the s.s. *Tjisalak*, from Sourabaya and Batavia (3,226 tons of general cargo). 10,000 passengers carried for the period referred to totalled 3,131, of which 2,756 were brought by the s.s. *Saraitan* from Amoy.

The arrivals for the 24 hours ended at 9 a.m. yesterday were as under:—The s.s. *Saraitan* (British) from Amoy with 300 tons of general cargo; the s.s. *Hui Nam* (Portuguese) from Kwang Chow Wan with 120 tons of general cargo and mail; the s.s. *Tjisalak* (Dutch) from Sourabaya and Batavia with 3,226 tons of sugar, rubber, coffee, fibre, arrack and general cargo including 632 tons of transhipped cargo and mail; the s.s. *Randong Maru* (Japanese) from Sourabaya and Balikpapan with 534 tons of soft molasses and mail and the s.s. *Katsu Maru* (Japanese) from Takao and Swatow with 712 tons of general cargo and mail.

Later arrivals, too late for entry in the above returns, included the s.s. *Chikang* (British) from Shanghai and Amoy with general cargo and mail; the s.s. *Huichun* (British) from Weihaiwei with general cargo and mail and the s.s. *Ginehou* (British) from Swatow with general cargo and mail.

SHIPPING NOTES.

The Hamburg-America s.s. *Preussen* (Messrs. Jensen & Co. agents) will also load for Genoa, the European ports of call now being: Genoa, Marseilles, Rotterdam, Bremen and Hamburg.

VESSELS IN DOCK.

The following vessels are now in Dock: the R.M.S. *Empress of Russia*, the s.s. *Kyong Lee*, the s.s. *Chusan*, the s.s. *Shantung* and the s.s. *Anhui*.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada*, Capt. S. Robinson, C.B.E., R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at 6 a.m. on Friday, January 22nd.

VESSELS EXPECTED.

Empress of Australia (C.P.R.), due January 10th.
Hymettus (B.I. & Apear), due January 14th.
Santhia (B.I. & Apear), due to-morrow.

VISITORS AT HOTELS.

Hongkong Hotel	
C. P. Anderson	H. J. Pearce
A. H. Boyd	C. H. Potts
N. G. Beale	B. R. Roxborough
J. H. Cook	Mr. & Mrs. C. E.
W. A. Dowley	Riddell
Geo. A. Fafait	C. B. Shank
Mr. & Mrs. J. Gould	T. S. W. Smith
Mrs. A. & F. Hamilton	Mrs. B. Thompson
R. James	H. D. Talbot
J. E. Joseph	G. Wragge
Mr. & Mrs. E. J. Lacon	T. A. Williams
Miss H. Lillie	B. Wyle
Dr. J. Morrison	J. F. Wright, Jr.
H. Pearson	Mr. & Mrs. J. F. Wright
Mr. & Mrs. H. H. Priestley	

Raffles Bar Hotel	
Mr. A. S. Abbott	Mr. & Mrs. Lanritsen
Miss Adkins & children	Mr. & Mrs. Lammert
Mr. P. Araki	Mr. & Mrs. S. H. Langston
Mr. & Mrs. Van Andel	Miss E. Morrison
Mr. & Mrs. Bowman	Mr. & Mrs. Mackenzie
Mr. Bannerman	Mr. K. Neilson
Mr. & Mrs. Brown	Miss Negges
Mr. C. W. Bradburne	Mr. & Mrs. Nevers
Mr. & Mrs. Bird	Dr. F. C. Nerpina
Miss Bird	Mr. & Mrs. Neckelman & Child
Mr. & Mrs. C. C. Black	Mr. & Mrs. Oliver
Mr. C. Cousen	Mrs. Poor
Mr. C. P. Cherry	Mr. Pratt
Mrs. A. Crampton	Mr. & Mrs. Ross
Mrs. B. E. Clifford	Mr. A. H. Rowe
Mr. & Mrs. Costello	Messrs. Robbins
Mr. & Mrs. Dooijes	Mr. V. Rose
Mr. & Mrs. Davies	Capt. & Mrs. Rackes
Mr. Eagle	Mr. & Mrs. J. Rankins
Messrs. Ferguson	Mr. & Mrs. Sadler
Messrs. Farrell	Mr. Vander Steen
Mr. Gordon	Lt. Col. & Mrs. Stephens
Mr. & Mrs. T. S. L. Greenhill	Messrs. Tarrant
Mr. & Mrs. Gain	Mr. & Mrs. Townsend
Miss Holt	Mr. & Mrs. Tully
Com. & Mrs. Hunt	Mrs. Ward
Mr. & Mrs. Hines	Mrs. Ward
Mr. & Mrs. Ireland	Mr. & Mrs. Wrightman
Mr. & Mrs. Joseph	Mr. & Mrs. Zumbalt
Mr. D. L. King	

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 11th.			
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.23	30.20	30.16
Temperature	61	56	62
Humidity	63	59	63
Wind Direction	E	E	ESE
Force	4	4	3
Weather	C	B	O
Rain	0.00	0.00	0.00
Highest open-air Temperature on 10th	61		
Lowest open-air Temperature on 11th	56		

HONGKONG TIDE TABLE.

From Jan. 12th to 18th, 1926.					
HIGH WATER.			LOW WATER.		
Days of Week	Day of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	12	h. m.	ft. in.	h. m.	ft. in.
		8 19	4 4	2 18	1 4
Wed.	13	7 29	4 4	1 14	3 0
		9 19	4 4	3 23	0 8
Thurs.	14	8 14	4 4	2 47	0 3
		10 15	4 4	3 40	0 3
Fri.	15	9 12	4 5	2 30	0 1
		11 2	4 5	4 20	0 1
Satur.	16	11 58	4 4	3 16	0 0
		10 39	4 2	4 34	0 0
Sun.	17	10 47	4 5	5 59	0 3
		11 32	4 6	4 52	0 0
Mon.	18	1 35	4 6	6 46	0 7
				5 46	3 2

SUNRISE AND SUNSET IN HONGKONG.

FOR JANUARY, 1926.

(STANDARD TIME OF THE 180TH MERIDIAN, EAST OF GREENWICH.)

Date	Sunrise	Sunset
January 12th	7.06 a.m.	5.53 p.m.
" 13th	7.06	5.59
" 14th	7.06	5.59
" 15th	7.06	6.00
" 16th	7.06	6.01
" 17th	7.06	6.01
" 18th	7.05	6.02
" 19th	7.05	6.03
" 20th	7.05	6.03
" 21st	7.05	6.04
" 22nd	7.05	6.04
" 23rd	7.05	6.05
" 24th	7.05	6.06
" 25th	7.05	6.07
" 26th	7.04	6.08
" 27th	7.04	6.08
" 28th	7.04	6.09
" 29th	7.04	6.10
" 30th	7.03	6.10
" 31st	7.03	6.11

To the Publisher

"HONGKONG WEEKLY PRESS"

L. CHATER ROAD, HONGKONG.

Please send me the

"HONGKONG WEEKLY PRESS."

from.....1925, to.....1926


addressed as follows:

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Friday, January 22nd, 1926.

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NYK

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G. 2405, G. 2420, G. 2440.

YOKOHAMA MARU Thursday, 23rd Jan. at 11 a.m.
KAGA MARU Saturday, 30th Feb.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
KATORI MARU Saturday, 15th Jan. at 11 a.m.
ATSUTA MARU Saturday, 30th Jan.
KASHIMA MARU Saturday, 13th Feb.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 20th Jan. at 11 a.m.
MISHIMA MARU Wednesday, 24th Feb.

NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU Thursday, 14th Jan.
ATSUTA MARU Thursday, 4th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KAMAKURA MARU end of Feb.
CALOUTTA via Singapore, Penang & Rangoon.
MOJI MARU end of Jan.

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU Monday, 11th Jan.
MURORAN MARU Saturday, 23rd Jan.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU Wednesday, 17th Feb.
SHANGHAI, KOBE & YOKOHAMA.
HAKONE MARU Wednesday, 13th Jan.
CEYLON MARU Thursday, 14th Jan.
SUWA MARU Tuesday, 26th Jan.

For further information, apply to—
NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 292, 293 & 2423. S. KINOSHITA, Manager.



HOLLAND EAST ASIA LINE

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 North Continental Ports

SAILINGS FOR EUROPE:
 s.s. "OLDEKERK" 23rd Jan., 1926
 s.s. "GRMMA" 20th Feb.
 s.s. "ZOSMA" 20th Mar.

ARRIVALS FROM EUROPE:
 s.s. "GRMMA" 18th Jan., 1926
 s.s. "ZOSMA" 9th Feb.
 s.s. "OLDEKERK" 9th Mar.

All Steamers have a Limited Accommodation for Passengers.
 For Freight, Passage and further Particulars, Please Apply to—
JAVA-CHINA-JAPAN LYN,
 Agents, York Building.
 Telephone: Central No 1874.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"YATSHING"	Thursday, 14th Jan., at 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Thursday, 14th Jan., at Noon
STRAITS & CALCUTTA	"KUMSANG"	Thursday, 14th Jan., at Noon
YOKOHAMA via AMOY, SHANGHAI		
MOJI & KOBE	"KUTSANG"	Tuesday, 19th Jan., at 7 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 20th Jan., at 3 p.m.
STRAITS & CALCUTTA	"KWANGSANG"	Tuesday, 26th Jan., at 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Saturday, 30th Jan., at 3 p.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
 GENERAL MANAGERS.
 Telephone: Central No. 215.


GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
"PEMBROKESHIRE"	15th Jan.	"CARNARVONSHIRE"	25th Jan.
"GLENIFFER"	22nd	"GLENSHIEL"	31st Jan.
"GLENOGLE"	7th Feb.	"GLENSHIEL"	31st Jan.
"GLENGARRY"	23rd	"PEMBROKESHIRE"	17th Feb.
	4th Mar.	"GLENIFFER"	9th Mar.

Movements are subject to change without notice.
 For Freight or further Particulars, please apply to—
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 THE NEW FAST AMERICAN STEAMERS
FOR VICTORIA AND SEATTLE.
 SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT GRANT" Jan. 18th.
 "PRESIDENT MADISON" Jan. 28th.
 "PRESIDENT JACKSON" Feb. 8th.

TO EUROPE—S120—S112—S110
FOR MANILA
 "PRESIDENT MADISON" Jan. 30th.
 "PRESIDENT JACKSON" Feb. 1st.

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocles and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

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Regular Freight Service for
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 SCANDINAVIAN PORTS.

M.S. "SUMATRA" Will leave on or about 2nd February.
 For Shanghai and Japan Ports:—
 M.S. "AGEA" 4th January.
 Subject to change without notice.
 For further particulars, please apply to—
GILMAN & CO., LTD.
 Agents.

THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

The M/S. "MALAYA"
 will be loading for ROTTERDAM, AMSTERDAM, HAMBURG,
 COPENHAGEN, and other SCANDINAVIAN PORTS,
 On or about 15th January, 1926.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
S.S. "Kina"	19th January	—
M/S. "Tongking"	3rd February	—
M/S. "Danmark"	15th February	—

Subject to change without notice.
 For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
 Agents.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 25th January

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "WEIRBANK" ... via Suez Canal ... 1st January

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CAIRO" ... 30th December

For MARSEILLES, LONDON, ROTTERDAM & HAMBURG.

S.S. "KIOTO" ... 4th January

For HAVRE, LONDON, ROTTERDAM & HAMBURG.

FARES TO LONDON "A" 1st Class £83. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Agnes Bay, Port Elizabeth, Mossel Bay and Capetown

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

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Tel. Cent. 4791.

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Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CYCLOPS" ... via Suez Canal ... 7th Jan., 1926.
S.S. "YANGTSE" ... via Suez Canal ... 19th Jan. "
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 25th Jan. "
S.S. "OANFA" ... via Suez Canal ... 7th Feb. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SLAVIC PRINCE" ... 31st Jan., 1926.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

Telegrams: Furnprince.

(Incorporated in Great Britain)

King's Building.

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WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking cause of poisonous matter, curing blood and skin diseases, scurvy and glandular swellings, bad legs, abscesses, ulcers, eczema, psoriasis, rheumatism, gonorrhoea, Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.3, London, Eng. Unprincipled Dealers may try to sell you something else or extra profit—do not accept it! Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING GROCER.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"LAHORE"	5,262	22nd Jan. Noon	Singapore, Penang & Bombay
"KHYBER"	9,114	29th Jan. Noon	Marsa, Casablanca, London & Antwerp.
"ALIPORE"	5,273	1st Feb.	Singapore & Bombay
"DELTA"	8,007	4th Feb.	Singapore, Penang, Colombo, and B'way.
"MALWA"	10,941	6th Feb.	Marseilles and London.
"KARMALA"	9,089	20th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	6th Mar.	Marseilles and London.
"KASHMIR"	8,985	13th Mar.	Marseilles, London, and Hamburg.
"KHIVA"	9,135	20th Mar.	Marseilles, London, and Antwerp.
"MOREA"	10,913	3rd Apr.	Marseilles and London.
"DEVANHA"	8,155	17th Apr.	Marseilles, London and Antwerp.
"KALYAN"	9,144	21st Apr.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	1st May	Marseilles and London.
"KASHGAR"	9,005	16th May	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKADA"	6,949	20th Jan.	Singapore, Penang and Calcutta.
"SANTHA"	8,500	4th Feb.	do.
"TILAWA"	10,900	19th Feb.	do.
"TALAMBA"	8,018	22nd Feb.	do.

EASTERN AND AUSTRALIAN SAILINGS. (South)

"ST. ALBANS"	4,500	3rd Feb.	Manila, Sandakan, Thursday Island.
"TANDA"	6,988	3rd Mar.	Townsville, Brisbane, Sydney, and Melbourne.
"ARAFURA"	6,000	7th Apr.	
"ST. ALBANS"	4,500	5th May	
"TANDA"	6,988	2nd June	
"ARAFURA"	6,000	7th July	

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolamoguan, Tawao, Timor, Durbin, or other ports en route as inducement.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SANTHA"	8,500	15th Jan., 6 a.m.	Shanghai and Kobe.
"HYMETUS"	4,603	16th Jan., 3.30 a.m.	Yokohama, (direct) Kobe and Shanghai.
"KARMALA"	9,135	23rd Jan.	Shanghai, Moji and Kobe.
"TILAWA"	10,900	25th Jan.	Kobe & Osaka.
"TALAMBA"	8,018	3rd Feb.	Shanghai and Kobe.
"MANTUA"	10,902	6th Feb.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	8th Feb.	Shanghai and Kobe.
"TANDA"	6,988	10th Feb.	Moji, Kobe and Yokohama.
"KHIVA"	9,135	20th Feb.	Shanghai, Moji and Kobe.
"MOREA"	10,911	28th Mar.	do.
"ARAFURA"	6,000	13th Mar.	Moji, Kobe and Yokohama.
"KALYAN"	9,144	13th Mar.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	20th Mar.	do.
"MACEDONIA"	11,089	2nd Apr.	do.
"ST. ALBANS"	4,500	10th Apr.	Moji, Kobe and Yokohama.
"KASHGAR"	9,005	16th Apr.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	30th Apr.	do.
"TANDA"	6,988	8th May	Moji, Kobe and Yokohama.
"MALWA"	10,941	14th May	Shanghai.
"MANTUA"	10,902	28th May	Shanghai, Moji and Kobe.
"KARMALA"	9,089	11th June	do.
"ARAFURA"	6,000	12th June	Moji, Kobe and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON MACKENZIE & CO.

P. & O. Building, Colmaught Road Central, HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fan, in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAINING ... Capt. W. C. Passmore ... Thursday, 14th Jan., 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Parade) and Fochow to Hongkong by the "HAINING," "HATHONG" and "HAIHONG" at the Reduced Rate of £40.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

AMOY & SHANGHAI	"SZECHUEN"	On 12th Jan.	D.L.
AMOY & SINGAPORE	"ANHUI"	On 12th Jan.	9 a.m.
SWATOW & SHANGHAI	"KANGHOU"	On 12th Jan.	11 a.m.
NINGPO	"CHEKIANG"	On 14th Jan.	4 p.m.
SHANGHAI	"NEWCHOW"	On 15th Jan.	4 p.m.
BANGKOK	"KWEIYANG"	On 15th Jan.	4 p.m.
WEIHAIWEI, CHEFOO & SHANTUNG	"HUICHOW"	On 15th Jan.	4 p.m.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 16th Jan.	4 p.m.
AMOY & SINGAPORE	"KWANGCOW"	On 19th Jan.	5 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Telephone Central 38. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"TAIPING"**

This Vessel will sail hence on Friday, at Noon, 22nd January, 1926

MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND, AND

AUSTRALIAN PORTS

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND

AND TASMANIAN PORTS

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailings Subject to Alteration.)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE.

Telephone: Central 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "CORBY CASTLE" ... Sails 31st Jan.

LLOYD TRIestino.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" ... Sails 10th Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

M.V. "ESQUILINO" ... Sails 31st Jan.

S.S. "VENEZIA" ... Sails 15th Mar.

NATAL LINE OF STEAMERS

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... (Sails from Calcutta 31st Jan.

Colombo 12th Feb.)

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO. LIMITED.

Telephone: Central 1030.

Agents.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE ... B	4th Dec., 1925	7th Jan., 1926	19th Jan., 1926
FONTAINE BLEAU ... B & A	18th Dec., "	20th Jan., "	2nd Feb., "
D'ANTAGNAN ... A	1st Jan., 1926	3rd Feb., "	2nd Mar., "
ANGKOR ... B	15th Jan., "	17th Feb., "	18th Mar., "
POETHOS ... A	29th Jan., "	3rd Mar., "	30th Mar., "
ANDRE LEON ... A	12th Feb., "	17th Mar., "	18th Apr., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and First Doctor's Attendance)

A Class 1st Class ... 2 85.00. od. B Class 1st Class ... 2 60.00. od.

1st Class 2nd ... 2 68.00. od. 2nd Class 2nd ... 2 60.00. od.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats)

loading for HAVRE, ANTWERP & DUNKIRK about

S.S. "SI KIANG" from DUNKIRK, LONDON & HAVRE is due

to arrive on the 21st January, 1926.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

